



## **Public Participation Report for the Draft California Transportation Plan 2025**

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## Section I

# Executive Summary

## Introduction

The California Transportation Plan (CTP) is a statewide, long-range transportation plan that will guide transportation decisions and investments in the twenty-first century. It proposes a vision for transportation in 2025 and beyond, and sets goals, policies, and strategies to achieve this vision; it also provides broad strategic direction for transportation system performance. Once the CTP is approved, regional action plans will be collaboratively developed to implement the strategies it presents.

The draft CTP was developed in collaboration with transportation system users, public and private decision-makers, and transportation providers. Numerous focus group meetings, workshops, customer telephone surveys, and written questionnaires were used to ask the public, “Where do we go from here?” The CTP was then drafted to reflect the public’s responses. A series of regional workshops and public outreach efforts were then initiated to ask the question: “Did we get it right?”

## Workshops

The California Department of Transportation (Caltrans) hosted seven regional workshops throughout California to gather public comments on the draft CTP. The workshops were held in Redding, Oakland, Los Angeles, San Bernardino, Fresno, Sacramento, and San Diego. Each workshop included an open house session, where attendees were able to view informational exhibits and talk with project representatives; receive an overview of the draft CTP; and an opportunity to participate in a technology-based information gathering session. Attendees were given an additional opportunity to provide both written and verbal comments. The dates, locations, and attendance at each of the workshops are summarized below.

Location	Date
Redding	January 28, 2003
Oakland	January 30, 2003
Los Angeles	February 4, 2003
San Bernardino	February 5, 2003
Fresno	February 13, 2003
Sacramento	February 18, 2003
San Diego	February 21, 2003

## Public Outreach/Publicity

Before each workshop, notices were published in local newspapers announcing its time, date, location, and purpose. Copies of a fact sheet/workshop notice and the CTP brochure were sent to more than 6,000 interested parties. An extensive outreach campaign was launched to reach out to underrepresented minority populations in California. Targeted groups included Latino, Asian, Pacific Islander, Native American, and African American populations. Telephone calls, mailed invitations, news advisories, calendar notices, translated materials, and radio and print advertisements were all used to reach out to various community based organizations (CBOs) and underrepresented populations.

In addition to the regional workshops, representatives from the various Caltrans districts gave presentations at 102 local meetings. More than 3,000 people were reached, including senior citizens, business owners, minority groups, and other CBOs.

## Public Comments

A variety of formats were used to collect public comments on the draft CTP. Members of the public could comment online through Caltrans' CTP web site, by facsimile transmittal (fax), by mail in questionnaires, verbally, or on comment cards provided at the workshops. Opinions expressed during the workshops' electronic polling sessions were electronically input and received. Verbal comments were recorded on flip charts. Approximately 1,100 written comments were received through the deadline of March 7, 2003.

## Statistical Information

Interactive polling technology was used at each workshop to gather information from the attendees. Title V information was received regarding gender, age, ethnicity, and household income. Participants were asked to rate their familiarity

with the draft CTP. Attendees were then given an opportunity to express their opinions, or “vote,” on the various topics included in the draft CTP. Topics touched on were:

- vision,
- goals,
- investment guidelines,
- public safety and security,
- preservation of the transportation system,
- mobility and accessibility,
- efficient use of resources,
- community and environmental values,
- overall rating of the CTP,
- most important transportation policy, and
- effectiveness of the meetings to gather input.

The statistical analysis of the data resulted in several interesting findings, as listed below.

- Women made up only 38.7% of the questionnaire respondents.
- The Caltrans sample of Californians was not adequately representative of California’s ethnic profile.
- The percentage of White respondents was significantly higher than the percentage in California’s population, with several ethnic groups underrepresented.
- Low-income individuals were underrepresented, while those making over \$75,000 were overrepresented.
- The 1–21 age group was underrepresented, while the 41–65 age group was dramatically overrepresented at all locations..
- Respondents’ familiarity with the CTP was evenly distributed from no exposure to thorough knowledge.

## Co-Nexus Statistics

The question that received the highest agreement was “The goals identified in the CTP met my expectation.” The statement that had the most variance in responses was “The CTP provides clear guidelines for future transportation investments.”



## Workshop Analysis and Future Recommendations

Much about the CTP workshops met or exceeded expectations. Overall, public outreach and the resulting public comments about the CTP were a success. The outreach effort of the Office of State Planning (OSP) as well as efforts by each Caltrans district provided countless California residents with information and opportunities for comment. Highlights from the workshops included the involvement of local officials, attention to unique regional issues, and interactive polling technology, which guided discussions and allowed participants to express their opinions. While the overall process was a success, several lessons were learned along the way. Coordination with the various districts was challenging. Streamlined guidelines for district participation should be developed and implemented. In addition, more lead time for public outreach strategizing and publicity efforts would lead to increased benefits and effectiveness.

## Section II

# Workshop Information

## Introduction

The questionnaire distributed to workshop attendees included items requesting that respondents provide their gender, age, ethnicity, and income. This section examines the responses to those items and compares the responses to the U.S. Census data for each district. (Census data was obtained from the U.S. Census web site at <http://factfinder.census.gov/servlet/BasicFactsServlet>).

## Methods

The demographic inquiries on the questionnaire were voluntary and therefore may have been less likely to be answered than other survey questions. Also, it is possible that some meeting attendees might not have filled out questionnaires. Therefore, it should be noted that the data in the tables summarizing the meeting attendees might be incomplete.

Seven workshops were held, representing 11 Caltrans districts and all California counties except Orange County. Table 1 lists the workshop locations and the corresponding Caltrans districts and counties.

**Table 1.** Caltrans Districts and Counties Represented

City Hosting the Workshop	Districts Represented	Counties Represented
Fresno	5, 6, and 9	Fresno, Inyo, Kern, Kings, Madera, Mono, Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Tulare
Los Angeles	7	Los Angeles, Ventura

City Hosting the Workshop	Districts Represented	Counties Represented
Oakland	4	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma
Redding	1 and 2	Del Norte, Humboldt, Lake, Lassen, Mendocino, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity
Sacramento	3 and 10	Alpine, Amador, Butte, Calaveras, Colusa, El Dorado, Glenn, Mariposa, Merced, Nevada, Placer, Sacramento, San Joaquin, Sierra, Stanislaus, Sutter, Tuolumne, Yolo, Yuba
San Bernardino	8	Riverside, San Bernardino
San Diego	11	Imperial, San Diego

To compare the workshop attendee demographics to actual regional demographics, Census data for all the relevant counties was compiled and separated by district. The questionnaire distributed by Caltrans used bracket cutoffs for age and income categories that differ from those used by the U.S. Census. Also, Caltrans used racial categorizations that are different from the system used by the U.S. Bureau of the Census. Therefore, it is not possible to exactly compare the workshop demographics to the regional information, and the questionnaire's findings cannot be extrapolated from the sample to represent the views of the actual population of California.

## Gender

Table 2 lists the percentages of female and male respondents for each meeting location, and Table 3 lists the percentages of men and women residing in each district, according to the 2000 U.S. Census. In California, the split between genders in the population is generally very close to 50% and 50%. According to the Census data, no district contains more than 51.4% of either sex. While one city's meeting had a 50/50 split (San Bernardino), and three others had no more than 55% of either sex, in Oakland only 20% of the respondents were female and in Los Angeles only 32% were female. This strongly affects the total statewide questionnaire percentage, and, of 256 responses received, only 99 (38.7%) were from women.

## Ethnicity

Table 2 lists the percentages of respondents at each meeting location according to ethnicity, and Table 3 lists the actual district and statewide percentages of each ethnic and racial category. As mentioned above, the Caltrans questionnaire used ethnicity categories that differ slightly from those used by the U.S. Census. The Census distinguishes Hispanic/Latino ethnicity from racial categories, making it

**Table 2.** Demographic Information from Workshops

Location	Total n <sup>1</sup>	Gender	
		Female	Male
Districts 1 and 2 (Redding)	28	46.4%	53.6%
District 4 (Oakland)	35	20.0%	80.0%
District 7 (Los Angeles)	28	32.1%	67.9%
District 8 (San Bernardino)	16	50.0%	50.0%
Districts 5, 6, and 9 (Fresno)	40	42.5%	55.0%
Districts 3 and 10 (Sacramento)	46	41.3%	54.3%
District 11 (San Diego)	63	41.3%	58.7%
All California	256	38.7%	60.2%

Location	Total n <sup>1</sup>	Age			
		1-21	22-40	41-65	>65
Districts 1 and 2 (Redding)	28	0.0%	46.4%	46.4%	7.1%
District 4 (Oakland)	35	0.0%	22.9%	65.7%	11.4%
District 7 (Los Angeles)	28	3.6%	32.1%	60.7%	3.6%
District 8 (San Bernardino)	16	0.0%	25.0%	68.8%	0.0%
Districts 5, 6, and 9 (Fresno)	40	5.0%	35.0%	57.5%	2.5%
Districts 3 and 10 (Sacramento)	46	2.2%	39.1%	54.3%	2.2%
District 11 (San Diego)	63	1.6%	14.3%	58.7%	23.8%
All California	256	2.0%	29.3%	58.2%	9.4%

Table 2. Continued

Location	Total n	Ethnicity						
		American Indian	Asian	Black	Hispanic	Native Hawaiian/ Pacific Islander	White	Other
Districts 1 and 2 (Redding)	28	10.7%	0.0%	0.0%	0.0%	3.6%	78.6%	7.1%
District 4 (Oakland)	35	0.0%	20.0%	11.4%	5.7%	0.0%	51.4%	11.4%
District 7 (Los Angeles)	28	0.0%	14.3%	14.3%	7.1%	0.0%	60.7%	3.6%
District 8 (San Bernardino)	16	0.0%	18.8%	25.0%	12.5%	0.0%	43.8%	0.0%
Districts 5, 6, and 9 (Fresno)	40	2.5%	0.0%	5.0%	10.0%	2.5%	72.5%	7.5%
Districts 3 and 10 (Sacramento)	46	8.7%	4.3%	2.2%	2.2%	0.0%	78.3%	4.3%
District 11 (San Diego)	63	3.2%	7.9%	0.0%	4.8%	3.2%	74.6%	6.3%
All California	256	3.9%	8.2%	5.9%	5.5%	1.6%	68.8%	6.3%

Location	Total n <sup>1</sup>	Household Income						
		\$0-18,100	\$18,100 – 30,000	\$30,001 – 45,000	\$45,001 – 60,000	\$60,001 – 75,000	\$75,001 – 90,000	Over 90,000
Districts 1 and 2 (Redding)	28	3.6%	3.6%	28.6%	10.7%	7.1%	32.1%	14.3%
District 4 (Oakland)	35	8.6%	2.9%	8.6%	14.3%	17.1%	20.0%	28.6%
District 7 (Los Angeles)	28	7.1%	3.6%	7.1%	17.9%	21.4%	3.6%	39.3%
District 8 (San Bernardino)	16	0.0%	6.3%	12.5%	12.5%	6.3%	18.8%	43.8%
Districts 5, 6, and 9 (Fresno)	40	2.5%	10.0%	17.5%	15.0%	12.5%	12.5%	30.0%
Districts 3 and 10 (Sacramento)	46	2.2%	4.3%	13.0%	8.7%	19.6%	6.5%	45.7%
District 11 (San Diego)	63	15.9%	7.9%	7.9%	12.7%	3.2%	14.3%	38.1%
All California	256	7.0%	5.9%	12.9%	12.9%	12.1%	14.5%	34.8%

**Table 2.** Continued

Location	Total n	Familiarity with CTP				
		Learning at the Workshop	Read Fact Sheet	Read Brochure	Read Executive Summary	Read Full CTP
Districts 1 and 2 (Redding)	28	14.3%	17.9%	28.6%	10.7%	28.6%
District 4 (Oakland)	35	22.9%	22.9%	20.0%	14.3%	20.0%
District 7 (Los Angeles)	28	32.1%	17.9%	21.4%	7.1%	21.4%
District 8 (San Bernardino)	16	6.3%	18.8%	50.0%	12.5%	12.5%
Districts 5, 6, and 9 (Fresno)	40	40.0%	5.0%	17.5%	17.5%	20.0%
Districts 3 and 10 (Sacramento)	46	21.7%	2.2%	26.1%	23.9%	26.1%
District 11 (San Diego)	63	22.2%	7.9%	34.9%	20.6%	14.3%
All California	256	24.2%	11.3%	27.3%	16.8%	20.3%

<sup>1</sup> Number of respondents to the interactive technology poll.

**Table 3a.** Census Data by Caltrans District

Location	Age				
	Under 18 years	18 to 24 years	25 to 44 years	45 to 64 years	Over 65 years
Districts 1 and 2	24.4%	7.7%	26.2%	26.3%	15.4%
District 4	23.4%	8.4%	32.5%	23.7%	12.0%
District 7	28.2%	9.7%	31.7%	20.6%	10.0%
District 8	31.3%	9.8%	29.6%	18.8%	10.7%
Districts 5, 6, and 9	27.9%	10.7%	29.7%	20.9%	10.8%
Districts 3 and 10	26.5%	9.1%	26.9%	24.0%	13.5%
District 11	28.6%	10.6%	31.2%	19.0%	10.6%
All of California	27.3%	9.9%	31.6%	20.5%	10.6%

Gender	Male	Female
Districts 1 and 2	51.4%	48.6%
District 4	49.8%	50.2%
District 7	49.7%	50.3%
District 8	49.8%	50.2%
Districts 5, 6, and 9	51.2%	48.8%
Districts 3 and 10	50.4%	49.6%
District 11	51.3%	48.7%
All of California	49.8%	50.2%

Table 3a. Continued

Race/Ethnicity	One Race						Two or More	Hispanic/Latino
	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other		
Districts 1 and 2	85.5%	1.5%	3.9%	1.4%	0.2%	3.9%	3.7%	9.6%
District 4	69.4%	5.3%	1.2%	7.7%	0.4%	10.8%	5.1%	21.1%
District 7	58.1%	7.5%	0.6%	19.0%	0.5%	9.2%	4.9%	19.4%
District 8	62.8%	3.9%	1.5%	4.7%	0.2%	22.5%	4.5%	39.4%
Districts 5, 6, and 9	50.3%	9.2%	0.8%	11.5%	0.3%	23.1%	4.9%	43.7%
Districts 3 and 10	62.1%	7.7%	1.2%	4.2%	0.3%	19.8%	4.7%	37.8%
District 11	65.7%	5.7%	0.9%	8.5%	0.5%	14.1%	4.6%	28.9%
All of California	59.5%	6.7%	1.0%	10.9%	0.3%	16.8%	4.7%	32.4%

Income	Less Than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or More
Districts 1 and 2	12.7%	9.0%	17.2%	14.1%	16.7%	16.5%	7.2%	4.4%	1.0%	1.2%
District 4	9.1%	6.5%	13.0%	12.9%	16.8%	19.8%	10.6%	7.7%	2.0%	1.8%
District 7	6.0%	3.8%	7.7%	8.6%	13.1%	19.6%	14.1%	15.2%	5.8%	6.0%
District 8	10.0%	6.9%	14.1%	13.3%	16.3%	18.3%	9.6%	7.4%	2.0%	2.1%
Districts 5, 6, and 9	10.1%	6.3%	12.4%	12.0%	15.0%	18.0%	10.6%	9.2%	2.9%	3.5%
Districts 3 and 10	8.8%	6.5%	13.1%	12.5%	16.5%	20.2%	10.9%	8.0%	1.8%	1.6%
District 11	7.5%	5.5%	12.1%	12.3%	16.0%	19.9%	11.3%	9.6%	2.8%	2.9%
All of California	8.4%	5.6%	11.5%	11.4%	15.2%	19.1%	11.5%	10.4%	3.3%	3.6%

<sup>1</sup> For a listing of counties in each district, please see Table 3b.



Table 3b. Census Data by Caltrans District (County Breakdown)

	Age <sup>1</sup>					Gender <sup>1</sup>		Race/Ethnicity <sup>2</sup>								Income <sup>2</sup>										
								One Race					Two or More		Hisp/Lat											
	under 18	18 to 24	25 to 44	45 to 64	over 65	male	female	White	Black or African American	American Indian and Alaska	Asian	Native Hawaiian and Other	Other			Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more	
CALIFORNIA	27.3%	9.9%	31.6%	20.5%	10.6%	50%	50%	59.5%	6.7%	1.0%	10.9%	0.3%	16.8%	4.7%	32.4%	8.4%	5.6%	11.5%	11.4%	15.2%	19.1%	11.5%	10.4%	3.3%	3.6%	
Districts 1 and 2																										
Del Norte County	25.1%	8.0%	32.2%	22.3%	12.5%	55%	45%	78.9%	4.3%	6.4%	2.3%	0.1%	3.9%	4.1%	13.9%	16.0%	11.6%	16.8%	12.1%	15.0%	15.4%	7.3%	4.3%	0.9%	0.6%	
Humboldt County	23.2%	12.4%	27.4%	24.5%	12.5%	49%	51%	84.7%	0.9%	5.7%	1.7%	0.2%	2.4%	4.4%	6.5%	13.8%	9.9%	17.2%	14.2%	16.4%	15.9%	6.8%	3.7%	0.9%	1.2%	
Lake County	24.1%	6.0%	23.6%	26.8%	19.5%	49%	51%	86.2%	2.1%	3.0%	0.8%	0.2%	4.1%	3.5%	11.4%	14.7%	9.3%	18.5%	15.2%	15.8%	13.9%	7.3%	3.9%	0.7%	0.9%	
Mendocino County	25.5%	8.1%	25.6%	27.1%	13.6%	50%	50%	80.8%	0.6%	4.8%	1.2%	0.1%	8.6%	3.9%	16.5%	10.6%	7.3%	16.6%	14.1%	16.8%	17.9%	8.1%	5.5%	1.3%	1.7%	
Lassen County	21.8%	10.8%	36.9%	21.4%	9.0%	63%	37%	80.8%	8.8%	3.3%	0.7%	0.4%	3.2%	2.7%	13.8%	11.6%	7.8%	14.7%	13.8%	18.1%	19.1%	8.2%	5.2%	0.8%	0.6%	
Modoc County	25.6%	5.7%	23.3%	27.7%	17.6%	51%	49%	85.9%	0.7%	4.2%	0.6%	0.1%	5.7%	2.8%	11.5%	14.2%	11.7%	18.7%	14.5%	13.5%	14.9%	7.4%	3.3%	0.5%	1.3%	
Plumas County	22.7%	6.0%	22.6%	30.8%	17.9%	50%	50%	91.8%	0.6%	2.5%	0.5%	0.1%	1.8%	2.6%	5.7%	11.9%	8.2%	15.6%	12.9%	16.2%	20.1%	7.7%	5.5%	1.1%	0.8%	
Shasta County	26.1%	8.2%	25.3%	25.2%	15.2%	49%	51%	89.3%	0.8%	2.8%	1.9%	0.1%	1.7%	3.5%	5.5%	11.6%	8.4%	16.6%	14.1%	17.1%	17.5%	7.4%	4.8%	1.2%	1.2%	
Siskiyou County	24.0%	6.7%	22.7%	28.4%	18.1%	49%	51%	87.1%	1.3%	3.9%	1.2%	0.1%	2.8%	3.6%	7.6%	14.5%	10.6%	19.3%	12.8%	16.8%	14.6%	5.8%	3.7%	0.7%	1.3%	
Tehama County	27.4%	7.8%	25.7%	23.2%	15.9%	49%	51%	84.8%	0.6%	2.1%	0.8%	0.1%	8.3%	3.4%	15.8%	12.0%	8.7%	19.0%	14.9%	17.5%	16.2%	6.7%	3.2%	0.8%	1.1%	
Trinity County	22.8%	5.1%	22.7%	32.1%	17.2%	51%	49%	88.9%	0.4%	4.8%	0.5%	0.1%	0.9%	4.4%	4.0%	16.1%	9.2%	19.2%	16.4%	15.8%	12.7%	5.1%	4.0%	0.3%	1.2%	
Average	24.4%	7.7%	26.2%	26.3%	15.4%	51%	49%	85.5%	1.5%	3.9%	1.4%	0.2%	3.9%	3.7%	9.6%	12.7%	9.0%	17.2%	14.1%	16.7%	16.5%	7.2%	4.4%	1.0%	1.2%	
District 4																										
Alameda County	24.6%	9.6%	33.9%	21.7%	10.2%	49%	51%	48.8%	14.9%	0.6%	20.4%	0.6%	8.9%	5.6%	19.0%	12.8%	9.6%	17.2%	14.0%	16.3%	16.2%	7.1%	4.3%	1.0%	1.4%	
Contra Costa County	26.5%	7.7%	30.6%	23.9%	11.3%	49%	51%	65.5%	9.4%	0.6%	11.0%	0.4%	8.1%	5.1%	17.7%	10.4%	7.3%	16.7%	15.5%	17.9%	17.9%	8.0%	4.1%	1.1%	1.1%	
Marin County	20.3%	5.5%	31.0%	29.7%	13.5%	50%	50%	84.0%	2.9%	0.4%	4.5%	0.2%	4.5%	3.5%	11.1%	5.8%	4.6%	10.2%	11.4%	16.3%	21.3%	13.2%	10.9%	3.0%	3.3%	
Napa County	24.1%	8.5%	27.7%	24.3%	15.4%	50%	50%	80.0%	1.3%	0.8%	3.0%	0.2%	10.9%	3.7%	23.7%	10.6%	9.2%	18.5%	16.3%	19.0%	15.0%	6.7%	3.4%	0.6%	0.7%	
San Francisco County	14.5%	9.1%	40.5%	22.3%	13.7%	51%	49%	49.7%	7.8%	0.4%	30.8%	0.5%	6.5%	4.3%	14.1%	7.0%	5.4%	11.9%	12.9%	17.1%	21.4%	10.8%	8.2%	2.8%	2.5%	
San Mateo County	22.9%	7.9%	33.2%	23.5%	12.5%	49%	51%	59.5%	3.5%	0.4%	20.0%	1.3%	10.2%	5.0%	21.9%	4.7%	4.1%	8.6%	10.1%	15.1%	22.0%	14.9%	12.9%	3.9%	3.7%	
Santa Clara County	24.7%	9.3%	35.4%	21.0%	9.5%	51%	49%	53.8%	2.8%	0.7%	25.6%	0.3%	12.1%	4.7%	24.0%	8.3%	5.9%	12.0%	12.9%	17.1%	20.5%	11.0%	8.6%	2.1%	1.7%	
Solano County	28.3%	9.2%	31.3%	21.7%	9.5%	50%	50%	56.4%	14.9%	0.8%	12.7%	0.8%	8.0%	6.4%	17.6%	13.7%	6.8%	12.9%	15.4%	19.6%	17.9%	7.7%	3.9%	1.6%	0.6%	
Sonoma County	24.5%	8.8%	29.2%	24.9%	12.6%	49%	51%	81.6%	1.4%	1.2%	3.1%	0.2%	8.4%	4.1%	17.3%	10.1%	7.3%	15.1%	13.2%	16.7%	18.9%	9.7%	6.3%	1.5%	1.2%	
Average	23.4%	8.4%	32.5%	23.7%	12.0%	50%	50%	58.1%	7.5%	0.6%	19.0%	0.5%	9.2%	4.9%	19.4%	11.5%	6.7%	13.3%	11.8%	15.6%	18.0%	10.1%	8.6%	2.6%	1.8%	
Districts 3 and 10																										
Butte County	24.0%	13.6%	24.8%	21.8%	15.8%	49%	51%	84.5%	1.4%	1.9%	3.3%	0.1%	4.8%	3.9%	10.5%	13.7%	8.7%	18.0%	16.3%	18.2%	14.3%	6.1%	3.0%	0.8%	0.8%	
Colusa County	31.6%	10.3%	26.9%	19.8%	11.4%	51%	49%	64.3%	0.5%	2.3%	1.2%	0.4%	26.7%	4.5%	46.5%	12.4%	4.9%	11.8%	9.6%	19.3%	23.0%	9.3%	5.7%	0.4%	3.7%	
El Dorado County	26.1%	6.8%	27.8%	26.9%	12.4%	50%	50%	89.7%	0.5%	1.0%	2.1%	0.1%	3.5%	3.0%	9.3%	7.4%	6.8%	13.2%	12.6%	17.3%	19.7%	12.2%	6.7%	2.1%	2.0%	
Glenn County	30.8%	8.7%	26.8%	20.7%	13.0%	51%	49%	71.8%	0.6%	2.1%	3.4%	0.1%	18.2%	3.9%	29.6%	9.7%	6.0%	13.6%	12.5%	18.7%	19.1%	10.3%	6.7%	1.7%	1.8%	
Nevada County	23.1%	6.1%	24.1%	29.3%	17.4%	50%	50%	93.4%	0.3%	0.9%	0.8%	0.1%	1.9%	2.6%	5.7%	11.9%	8.9%	16.2%	13.5%	15.8%	18.6%	8.1%	4.8%	1.4%	1.0%	
Placer County	26.5%	6.9%	29.0%	24.5%	13.1%	49%	51%	88.6%	0.8%	0.9%	2.9%	0.2%	3.4%	3.2%	9.7%	11.0%	7.9%	15.2%	15.1%	17.2%	18.5%	8.1%	4.6%	1.3%	1.1%	
Sacramento County	27.6%	9.5%	31.0%	20.9%	11.1%	49%	51%	64.0%	10.0%	1.1%	11.0%	0.6%	7.5%	5.8%	16.0%	10.1%	6.7%	13.2%	12.4%	16.4%	19.5%	11.0%	7.4%	1.8%	1.5%	
Sierra County	23.3%	4.8%	24.0%	30.2%	17.7%	50%	50%	94.2%	0.2%	1.9%	0.2%	0.1%	1.0%	2.4%	6.0%	9.3%	6.9%	14.1%	13.3%	17.3%	20.1%	9.9%	6.2%	1.3%	1.6%	
Sutter County	29.0%	9.2%	28.2%	21.3%	12.4%	49%	51%	67.5%	1.9%	1.6%	11.3%	0.2%	13.0%	4.6%	22.2%	9.2%	6.5%	15.2%	13.7%	18.8%	19.8%	8.1%	5.7%	1.5%	1.4%	
Yolo County	25.2%	18.3%	28.2%	18.9%	9.4%	49%	51%	67.7%	2.0%	1.2%	9.9%	0.3%	13.8%	5.2%	25.9%	9.1%	6.5%	13.0%	12.9%	16.8%	19.8%	10.6%	7.7%	2.0%	1.8%	
Yuba County	31.0%	10.7%	28.0%	19.6%	10.6%	50%	50%	70.6%	3.2%	2.6%	7.5%	0.2%	9.9%	5.9%	17.4%	7.9%	4.4%	8.9%	9.5%	13.8%	19.8%	13.5%	13.5%	4.7%	4.0%	
Alpine County	22.8%	10.4%	27.5%	29.3%	9.9%	53%	47%	73.7%	0.6%	18.9%	0.3%	0.1%	1.4%	5.0%	7.8%	5.1%	3.6%	7.5%	8.5%	13.4%	20.2%	14.9%	15.2%	5.6%	5.9%	
Amador County	20.6%	6.9%	26.2%	28.3%	18.0%	55%	45%	85.8%	3.9%	1.8%	1.0%	0.1%	5.0%	2.4%	8.9%	4.8%	2.9%	6.8%	7.3%	12.1%	18.1%	12.9%	16.0%	7.0%	12.1%	
Calaveras County	22.8%	5.5%	22.4%	31.1%	18.2%	50%	50%	91.2%	0.7%	1.7%	0.9%	0.1%	2.1%	3.3%	6.8%	5.6%	4.1%	10.6%	11.6%	16.1%	20.1%	13.3%	11.2%	3.5%	4.0%	
Mariposa County	21.6%	6.9%	25.1%	29.2%	17.2%	51%	49%	88.9%	0.7%	3.5%	0.7%	0.1%	2.7%	3.4%	7.8%	9.8%	5.0%	8.5%	9.0%	13.3%	17.7%	12.1%	13.2%	5.3%	6.1%	
Merced County	34.5%	10.3%	27.9%	17.8%	9.5%	50%	50%	56.2%	3.8%	1.2%	6.8%	0.2%	26.1%	5.7%	45.3%	4.1%	3.0%	6.5%	7.6%	12.4%	19.4%	14.8%	17.0%	6.7%	8.6%	
San Joaquin County	31.0%	10.0%	28.8%	19.6%	10.6%	50%	50%	58.1%	6.7%	1.1%	11.4%	0.3%	16.3%	6.0%	30.5%	4.5%	2.9%	6.0%	7.0%	11.2%	18.8%	15.0%	18.7%	8.1%	7.8%	
Stanislaus County	31.1%	9.8%	29.0%	19.5%	10.4%	49%	51%	69.3%	2.6%	1.3%	4.2%	0.3%	16.8%	5.4%	31.7%	5.4%	4.1%	9.3%	10.9%	15.8%	22.7%	15.4%	12.0%	2.8%	1.7%	
Tuolumne County	20.7%	7.6%	25.3%	27.9%	18.5%	53%	47%	89.4%	2.1%	1.8%	0.7%	0.2%	2.9%	2.8%</												

Table 3b. Census Data by Caltrans District (County Breakdown)

	Age <sup>1</sup>					Gender <sup>1</sup>		Race/Ethnicity <sup>2</sup>								Income <sup>2</sup>									
								One Race					Two or More		Hisp/Lat										
	under 18	18 to 24	25 to 44	45 to 64	over 65	male	female	White	Black or African American	American Indian and Alaska	Asian	Native Hawaiian and Other	Other			Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more
Districts 5, 6, and 9																									
Monterey County	28.4%	10.9%	31.4%	19.3%	10.0%	52%	48%	55.9%	3.7%	1.0%	6.0%	0.4%	27.8%	5.0%	46.8%	6.4%	4.9%	11.2%	12.0%	17.3%	20.9%	11.9%	9.8%	2.4%	3.0%
San Benito County	32.2%	8.8%	31.5%	19.3%	8.1%	51%	49%	65.2%	1.1%	1.2%	2.4%	0.2%	24.9%	5.1%	47.9%	5.2%	3.2%	9.7%	10.1%	14.2%	21.5%	16.3%	14.1%	3.6%	2.1%
San Luis Obispo County	21.7%	13.6%	27.0%	23.3%	14.5%	51%	49%	84.6%	2.0%	0.9%	2.7%	0.1%	6.2%	3.4%	16.3%	9.0%	6.6%	12.4%	12.9%	16.3%	20.2%	10.5%	7.8%	2.1%	2.1%
Santa Barbara County	24.9%	13.3%	29.0%	20.1%	12.7%	50%	50%	72.7%	2.3%	1.2%	4.1%	0.2%	15.2%	4.3%	34.2%	7.7%	5.6%	11.3%	12.4%	15.9%	19.4%	11.6%	9.5%	2.9%	3.7%
Santa Cruz County	23.8%	11.9%	30.8%	23.5%	10.0%	50%	50%	75.1%	1.0%	1.0%	3.4%	0.1%	15.0%	4.4%	26.8%	6.8%	4.7%	9.7%	10.5%	14.5%	19.0%	12.7%	13.2%	4.4%	4.3%
Fresno County	32.1%	11.1%	28.5%	18.5%	9.9%	50%	50%	54.3%	5.3%	1.6%	8.1%	0.1%	25.9%	4.7%	44.0%	12.2%	7.8%	16.0%	14.4%	16.1%	16.9%	8.1%	5.7%	1.4%	1.6%
Kern County	31.9%	10.2%	29.8%	18.7%	9.4%	51%	49%	61.6%	6.0%	1.5%	3.4%	0.1%	23.2%	4.1%	38.4%	12.0%	8.1%	15.6%	13.7%	16.0%	17.5%	8.8%	5.8%	1.3%	1.2%
Kings County	29.0%	11.8%	35.0%	16.8%	7.4%	57%	43%	53.7%	8.3%	1.7%	3.1%	0.2%	28.3%	4.8%	43.6%	9.5%	7.7%	16.7%	14.9%	17.5%	17.9%	8.3%	4.9%	1.2%	1.4%
Madera County	29.6%	9.9%	29.1%	20.4%	11.0%	48%	52%	62.2%	4.1%	2.6%	1.3%	0.2%	24.4%	5.2%	44.3%	10.5%	7.8%	15.8%	13.9%	18.0%	18.4%	7.5%	5.4%	1.5%	1.3%
Tulare County	33.8%	10.6%	27.6%	18.2%	9.8%	50%	50%	58.1%	1.6%	1.6%	3.3%	0.1%	30.8%	4.6%	50.8%	11.8%	8.3%	16.5%	14.7%	17.0%	16.8%	7.3%	5.1%	1.3%	1.3%
Inyo County	24.4%	5.8%	23.4%	27.3%	19.1%	49%	51%	80.1%	0.2%	10.0%	0.9%	0.1%	4.6%	4.1%	12.6%	11.8%	8.9%	15.8%	13.5%	15.8%	17.9%	7.9%	6.6%	1.0%	0.8%
Mono County	23.0%	10.3%	33.4%	25.6%	7.6%	55%	45%	84.2%	0.5%	2.4%	1.1%	0.1%	9.5%	2.2%	17.7%	5.5%	5.9%	12.3%	15.2%	17.0%	24.2%	8.3%	6.7%	2.1%	2.7%
Average	27.9%	10.7%	29.7%	20.9%	10.8%	51%	49%	62.8%	3.9%	1.5%	4.7%	0.2%	22.5%	4.5%	39.4%	10.0%	6.9%	14.1%	13.3%	16.3%	18.3%	9.6%	7.4%	2.0%	2.1%
District 7																									
Los Angeles County	28.0%	10.3%	32.6%	19.4%	9.7%	49%	51%	48.7%	9.8%	0.8%	11.9%	0.3%	23.5%	4.9%	44.6%	10.5%	6.5%	12.7%	12.2%	15.1%	17.8%	10.2%	8.8%	2.8%	3.5%
Ventura County	28.4%	9.0%	30.7%	21.7%	10.2%	50%	50%	69.9%	1.9%	0.9%	5.3%	0.2%	17.7%	3.9%	33.4%	4.9%	3.9%	8.4%	9.4%	14.4%	21.2%	15.0%	14.2%	4.6%	3.9%
Average	28.2%	9.7%	31.7%	20.6%	10.0%	50%	50%	50.3%	9.2%	0.8%	11.5%	0.3%	23.1%	4.9%	43.7%	10.1%	6.3%	12.4%	12.0%	15.0%	18.0%	10.6%	9.2%	2.9%	3.5%
District 8																									
Riverside County	30.3%	9.2%	28.9%	18.9%	12.7%	50%	50%	65.6%	6.2%	1.2%	3.7%	0.3%	18.7%	4.4%	36.2%	8.5%	6.3%	13.3%	12.4%	16.3%	19.9%	11.1%	8.3%	1.9%	1.9%
San Bernardino County	32.3%	10.3%	30.2%	18.7%	8.6%	50%	50%	58.9%	9.1%	1.2%	4.7%	0.3%	20.8%	5.0%	39.2%	9.1%	6.6%	13.0%	12.6%	16.7%	20.4%	10.8%	7.8%	1.8%	1.3%
Average	31.3%	9.8%	29.6%	18.8%	10.7%	50%	50%	62.1%	7.7%	1.2%	4.2%	0.3%	19.8%	4.7%	37.8%	8.8%	6.5%	13.1%	12.5%	16.5%	20.2%	10.9%	8.0%	1.8%	1.6%
District 11																									
Imperial County	31.4%	9.9%	30.4%	18.2%	10.0%	52%	48%	49.4%	4.0%	1.9%	2.0%	0.1%	39.1%	3.6%	72.2%	14.0%	9.0%	17.4%	12.8%	15.8%	16.6%	7.1%	5.2%	1.0%	0.9%
San Diego County	25.7%	11.3%	32.0%	19.8%	11.2%	50%	50%	66.5%	5.7%	0.9%	8.9%	0.5%	12.8%	4.7%	26.7%	7.2%	5.3%	11.8%	12.3%	16.0%	20.1%	11.5%	9.8%	2.9%	3.0%
Average	28.6%	10.6%	31.2%	19.0%	10.6%	51%	49%	65.7%	5.7%	0.9%	8.5%	0.5%	14.1%	4.6%	28.9%	7.5%	5.5%	12.1%	12.3%	16.0%	19.9%	11.3%	9.6%	2.8%	2.9%

Notes:

<sup>1</sup> District totals for age and gender were found by taking the mean of the county percentages.

<sup>2</sup> District totals for race/ethnicity and income were found by summing each category population and then converting to percentage of total district population.

Sources:

2000 U.S. Census Bureau: <http://factfinder.census.gov/servlet/BasicFactsServlet>

possible for a person to indicate that they are Hispanic/Latino while also categorizing him or herself as either Black, White, Native American, Asian, Native Hawaiian, or “Other,” or as belonging to “Two or More Races.” The Caltrans questionnaire, on the other hand, asks respondents to choose among the following ethnicities: American Indian, Asian, Black, Hispanic, Native Hawaiian/Pacific Islander, White, or Other. Therefore, when attempting to compare Census statistics to the Caltrans results, there are prohibitive discrepancies. The Census record of 57.9% racially White residents is an overestimate of the percentage of Californians who would consider themselves of White ethnicity, and the Census statistic that 26.0% of Californians consider themselves to be racially “Other” is probably an overestimate as well if applied to ethnicity because it is possible that many of those 26.0% would classify themselves as Hispanic.

However, despite these discrepancies, it is still noticeable that the Caltrans sample of Californians is not adequately representative of California’s ethnic profile. While the U.S. Census estimate of White residents is 57.9%, and this is arguably an overestimate, over 68% of the Caltrans survey respondents categorized themselves as White. Correspondingly, only 5.5% of respondents claimed to be Hispanic, whereas the Census recorded that 32.4% of Californians are Hispanic. Other ethnic categories appear to have been more fairly represented in the survey sample. The percentages of American Indian and Native Hawaiian/Pacific Islander respondents are both higher than the statewide averages, and the percentages of Black and Asian respondents are only slightly less than the statewide averages.<sup>1</sup>

No individual location’s ethnic demographics matched up well with the relevant regional Census data. San Bernardino had the lowest percentage of White respondents (43.8%) and the highest percentage of Hispanic respondents (12.5%), but it also had overrepresentations of Black and Asian respondents. Oakland had a low percentage of White respondents (51.4%) when compared to both the statewide average and the District 4 figure (69.4%), but Hispanics and Blacks were still underrepresented.

## Income

Table 2 lists the percentages of respondents at each meeting location according to income, and Table 3 lists the actual district and statewide percentages for each income bracket. As mentioned above, the Caltrans questionnaire used income brackets that differ from those used by the Census (Tables 2 and 3). Therefore, it was only possible to roughly compare the respondents’ incomes to the incomes of Californians in general or district residents. The Census states that 14.0% of Californians made \$15,000 or less in 2000, whereas only 7.0% of questionnaire respondents made less than \$18,000, indicating that low-income Californians

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<sup>1</sup> The “Other” category is not addressed because it is difficult to compare the U.S. Census racial “Other” category to the questionnaire’s ethnic “Other” category.

were definitely underrepresented in the survey sample.<sup>2</sup> In addition, the Census recorded that only 28.8% of Californian residents make \$75,000 or more, while 49.3% of the questionnaire respondents indicated that their income level was above \$75,000 per annum. Therefore it is evident that wealthy Californians were severely overrepresented in the survey sample. Of the four middle-class brackets listed on the questionnaire, percentages in the top three were fairly even (12.9%, 12.9%, and 12.1%), although a bit lower than would be expected if the sample was representative of Californian residents, but the percentage in the lowest of the four middle-class brackets was again significantly lower than the corresponding Census bracket.

No individual location's demographics corresponded particularly well with the relevant regional Census data, but San Diego and San Bernardino's percentages seem to be slightly more on track for some brackets. San Diego had the highest percentage of low-income respondents, with 15.9%. The next highest was Los Angeles, with a low 7.1%. Fresno and Los Angeles had the lowest percentage of wealthy respondents, with 42.5% and 42.9%, respectively. These percentages are still much higher than the corresponding Census data for these two regions, however (Fresno's district has 11.5% of residents above \$75,000, while Los Angeles' district has 15.6% of residents above \$75,000).

## Age

Table 2 lists the percentages of respondents in each of four age groups for each meeting location, and Table 3 lists the percentages of residents in each of five age groups for each district, according to the 2000 U.S. Census. In California, the overall statistics for each Census age group are 27.3% under the age of 18, 9.9% between the ages of 18 and 24, 31.6% between the ages of 25 and 44, 20.5% between the ages of 45 and 64, and 10.6% over the age of 65. The distribution of percentages among districts is very small, with most counts being within 5 percentage points of the average. The Caltrans questionnaire age groups were different from the Census groups. However, it is still evident that residents under the age of 21 were dramatically underrepresented, comprising only 2.0% of the total respondents. Residents in the 22–44 age range were slightly underrepresented at some locations (Oakland, San Bernardino, San Diego), and slightly overrepresented at other locations (Redding, Sacramento).<sup>3</sup> Residents in the 41–65 age range were dramatically overrepresented at all locations, with percentages of respondents in the category ranging from 46–68%, compared to an average percentage in California of 19%.<sup>4</sup> The over-65 age group was underrepresented in some locations (Los Angeles, San Bernardino, Fresno,

<sup>2</sup> Note that the underrepresentation is even more pronounced than it first appears because the Census bracket only accounted for residents with income up to \$15,000, not \$18,000.

<sup>3</sup> The survey age group of 22–40 years was assumed to be close enough to the Census age group of 25–44 years for rough comparison purposes.

<sup>4</sup> The survey age group of 41–65 years was assumed to be close enough to the Census age group of 45–64 years for rough comparison purposes, although it should be noted that the discrepancy in this comparison partially compensates for the overrepresentation in the survey sample.

Sacramento) compared to the 10.6% statewide average, and overrepresented at one location (San Diego).

## Exposure to the CTP

The final demographic question asked of respondents in the Caltrans questionnaire attempted to measure how much previous exposure surveyees (or respondents) had to the CTP. The total responses were divided fairly evenly across the five categories listed, as seen in Table 2. A total of 24.2% of respondents had learned about the CTP at the workshop; 11.3% had previously read a fact sheet on the CTP; 27.3% had previously read a brochure; 16.8% had previously read the plan's executive summary; and 20.3% had reviewed the entire plan.

## Section III

# Co-Nexus Statistics

## Introduction

This chapter examines the responses given to eleven questions asked at the regional workshops. The questions and answers were facilitated through an interactive technology polling system. The first section reviews the questions that were asked, the average (mean) responses, and any specific demographic group responses that were substantially different from the average plenary group responses. The second section examines how association with various demographic categories may have influenced responses.

The interactive technology polling system supplied respondents with eleven questions/items on the CTP and five demographic questions. Responses for the first eight questions were recorded on a four-point scale, with 1 = “disagree,” 2 = “somewhat disagree,” 3 = “somewhat agree,” and 4 = “agree.” Responses for the other three questions will be noted below. The demographic information requested of the respondents included gender, race, income bracket, age group, and familiarity with the CTP. The city in which the respondent attended the district meeting was also recorded.

## Questions/Poll Items

### Methodology

To determine whether any specific demographic group responses were substantially different from the average overall response, intervals of 0.6 point (0.3 point on either side of the total mean) were arbitrarily chosen to encompass values that were close to the total mean. All values outside these intervals, called outliers or outlying values, were noted and used as indicators that a given

demographic group differed substantially from the total mean<sup>1</sup>. In addition, the standard deviation was calculated for the means of each demographic group for each question. Standard deviation is a measurement of variation or dispersion for a set of sample measurements. A small standard deviation indicates that the means in question are all close together and that there is little difference in opinion among demographic groups, while a large standard deviation indicates that the means are farther apart and that there is more difference in opinion among demographic groups. Range, or the difference between the largest mean and the smallest mean, was not generally taken into account because of the fact that they were all very small.

Additional information is contained in Tables 4, 5, and 6. These tables include a full list of means for each question and each demographic group, as well as the standard deviations for each demographic category and most questions. Table 4 addresses the first nine questions; Table 5 addresses the item requesting respondents to indicate the “Most Important Transportation Policy;” and Table 6 addresses the item requesting respondents to rate the effectiveness of the district meetings.

#### **“The Transportation Vision for 2025 is Clear.”**

There was moderate agreement with the statement that the transportation vision for 2025 is clear, with little variation. The mean response for this question was 3.1, and the standard deviation was 0.16. There were few group responses that deviated by more than 0.3 point; Hispanic respondents and respondents at the Redding meeting had mean responses of 2.6 and 2.7, respectively.

#### **“The Goals Identified in the CTP Meet My Expectations.”**

There was moderate agreement from respondents that the goals identified in the CTP met their expectations, with little variance. The mean response for this question was 3.2, and the standard deviation was 0.16. This question received the highest agreement rate of any of the first nine questions, with the least variance. Only one demographic group deviated substantially from the mean: Native Hawaiian/Pacific Islanders gave the question a mean of 3.8.<sup>2</sup>

#### **“The CTP Provides Clear Guidelines for Future Transportation Investments.”**

This question received the lowest rate of agreement of any of the nine questions on the four-point scale. Respondents tended to disagree, though the mean response was a still above 2 (mean = 2.3). This question had the highest variance of the first nine questions, indicating that respondents gave more varied responses to this item than to the rest. The variance was 0.256. Several demographic groups deviated from the mean by more than 0.3 point. Respondents from San Bernardino had the most favorable response and the only group mean that hit the “somewhat agree” level (group mean = 3.0). Respondents of Asian, Black, and Native Hawaiian/Pacific Islander ethnicity also

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<sup>1</sup> The term “substantially” is not used to indicate that there is any statistical significance. Outliers were chosen because they were relatively farther away from the total mean.

<sup>2</sup> The Native Hawaiian/Pacific Islander demographic group contained only four respondents, so this deviation has very little statistical significance.

**Table 4.** Responses to Questions on the Four-Point Scale<sup>1</sup>

	n <sup>2</sup>	Vision Is Clear	Goals Meet Expectations	Provides Clear Guidelines	Safety/ Security	Preserve System	Mobility/ Accessibility	Efficient Use of Resources	Community/ Environmental Values	Overall Rating	Index <sup>3</sup>
<b>Total</b>	256	3.1	3.2	2.3	3	3	3	2.9	3	2.7	26.2
Interval <sup>4</sup>		(2.8-3.4)	(2.9-3.5)	(2.0-2.6)	(2.7-3.3)	(2.7-3.3)	(2.7-3.3)	(2.6-3.2)	(2.7-3.3)	(2.4-3.0)	
Total Standard Deviation <sup>5</sup>		0.16	0.16	0.25	0.21	0.22	0.23	0.25	0.20	0.21	
<b>Location</b>											
Redding	28	2.7*	3.1	2.4	3.1	3.2	2.9	2.3*	2.8	2.7	25.2
Oakland	35	3.0	3.0	2.5	3.0	2.8	3.2	3.0	2.7	2.5	25.7
Los Angeles	28	3.1	3.3	2.3	3.3	3.0	3.1	3.0	3.1	2.9	28.8
San Bernardino	16	3.2	3.4	3.0*	3.2	3.4*	3.3	3.3*	3.2	2.8	19.1
Fresno	40	3.0	3.3	2.4	3.1	3.0	3.1	3.1	3.1	3.0	27.1
Sacramento	46	3.2	3.2	1.9*	2.8	2.8	2.8	2.8	3.2	2.6	25.3
San Diego	63	3.1	3.1	2.2	3.0	3.0	2.9	2.7	3.0	2.4	25.4
	Std. Dev. <sup>5</sup>	0.2	0.1	0.3	0.2	0.2	0.2	0.3	0.2	0.2	
<b>Rural/Urban</b>	68	2.9	3.2	2.4	3.1	3.1	3	2.7	3	2.9	26.2
rural	188	3.12	3.2	2.38	3.06	3	3.06	2.96	3.04	2.64	26.46
urban	Std. Dev	0.16	0.00	0.01	0.03	0.07	0.04	0.18	0.03	0.18	
<b>Gender</b>											
Female	99	3.1	3.2	2.3	3.1	3.0	3.1	3.0	3.1	2.7	26.6
Male	154	3.0	3.2	2.3	3.0	3.0	2.9	2.7	3.0	2.6	25.7
	Std. Dev. <sup>5</sup>	0.1	0.0	0.0	0.1	0.0	0.1	0.2	0.1	0.1	



Table 4. Continued

	n <sup>2</sup>	Vision Is Clear	Goals Meet Expectations	Provides Clear Guidelines	Safety/ Security	Preserve System	Mobility/ Accessibility	Efficient Use of Resources	Community/ Environmental Values	Overall Rating	Index <sup>3</sup>
<b>Age</b>											
1-21 Years	5**	3.2	3.2	1.7*	2.7	3.5*	3.0	3.0	2.5*	3.3*	26.1
22-40 Years	75	3.0	3.2	2.3	3.0	3.0	2.9	2.8	3.0	2.6	25.8
41-65 Years	149	3.1	3.2	2.3	3.0	3.0	3.0	2.9	3.0	2.7	26.2
Over 65 Years	24	3.1	3.1	2.3	3.2	3.0	3.1	2.8	2.9	2.6	26.1
	Std. Dev. <sup>5</sup>	0.1	0.1	0.3	0.2	0.3	0.1	0.2	0.3	0.1	
<b>Race</b>											
Am. Indian	10	2.9	3.0	2.0	3.0	2.5*	2.8	3.5*	3.0	2.7	25.4
Asian	21	3.2	3.2	2.8*	3.2	3.0	3.1	3.1	2.7	2.5	26.8
Black	15	3.1	3.4	2.8*	3.3	2.9	3.5*	3.1	3.5*	3.1*	28.7
Hispanic	14	2.6*	3.4	2.5	2.9	3.1	2.5*	2.7	3.4*	2.4	25.5
Haw./Pac. Is.	4**	3.0	3.8*	2.7*	3.8*	3.7*	3.8*	3.5*	3.2	3.2*	30.7
White	176	3.1	3.2	2.2	3.0	3.0	3.0	2.8	3.0	2.7	26.0
Other	16	2.9	3.1	2.2	2.5*	3.5*	2.9	2.6	3.0	2.6	25.3
	Std. Dev. <sup>5</sup>	0.2	0.3	0.3	0.4	0.4	0.4	0.4	0.3	0.3	

Table 4. Continued

	n <sup>2</sup>	Vision Is Clear	Goals Meet Expectations	Provides Clear Guidelines	Safety/ Security	Preserve System	Mobility/ Accessibility	Efficient Use of Resources	Community/ Environmental Values	Overall Rating	Index <sup>3</sup>
<b>Income</b>											
\$0-18,100	18	2.8	3.1	2.5	2.9	2.9	3.0	2.7	3.1	2.5	25.5
\$18,101-30,000	15	2.9	3.2	2.5	3.1	3.0	3.1	2.9	3.0	2.8	26.5
\$30,001-45,000	33	3.0	2.9	2.3	2.9	2.9	3.1	2.8	2.9	2.6	25.4
\$45,001-60,000	33	3.4	3.3	2.5	3.2	3.1	3.1	3.2	3.0	2.8	27.6
\$60,001-75,000	31	3.0	3.2	2.3	3.0	3.1	3.1	2.9	3.1	2.5	26.2
\$75,001-90,000	37	3.1	3.3	2.5	3.1	3.2	2.9	2.9	2.8	2.9	26.7
Over \$90,000	89	3.0	3.2	2.1	3.0	2.9	2.9	2.8	3.1	2.6	25.6
	Std. Dev. <sup>5</sup>	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.2	
<b>Exposure to CTP</b>											
Learning Tonight	62	3.1	3.2	2.4	3.0	2.9	2.8	2.8	3.0	2.7	25.9
Two-Page Fact Sheet	29	3.0	3.2	2.6	2.8	3.1	3.0	3.0	2.9	2.5	26.1
Brochure	70	3.0	3.0	2.2	2.9	3.0	2.6*	2.6	2.7	2.6	24.6
CTP Exec. Sum.	43	2.9	3.2	2.2	3.1	3.0	3.0	3.0	3.2	2.6	26.2
Draft CTP	52	3.3	3.4	2.3	3.3	3.0	3.1	3.1	3.3	2.9	27.7
	Std. Dev. <sup>5</sup>	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2	0.2	

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Notes:

<sup>1</sup> For all of the questions except “rating”:

- 1 = Disagree
- 2 = Somewhat disagree
- 3 = Somewhat agree
- 4 = Agree

For “rating”:

- 1 = Failure
- 2 = Below expectations
- 3 = Meets expectations
- 4 = Above expectations

<sup>2</sup> Number of respondents

<sup>3</sup> This index is the sum of the means for the nine questions listed in this table.

<sup>4</sup> Arbitrarily chosen interval used to point out differences to create a sense of differences.

<sup>5</sup> Standard deviation is a measurement of variation or dispersion. In this case it measures how much the demographic group means are spread out or dispersed around the total mean.

\* indicates that this group mean is outside the interval.

\*\* indicates that this n is very low, and therefore, the means for this group have little statistical significance.

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**Table 5.** Responses on “Most Important Transportation Policy”<sup>1</sup>

	n <sup>2</sup>	Collaboration	Safety/Security	Efficient System	Manage Growth	Capacity/Choice	Financing	Mobility/ Accessibility
<b>Total</b>	189	10%	12%	31%	14%	15%	14%	5%
<b>Location</b>								
Redding	24	17%	33%	17%	4%	4%	25%	0%
Oakland	17	6%	0%	59%	12%	18%	0%	6%
Los Angeles	19	0%	16%	32%	21%	16%	11%	5%
San Bernadino	16	13%	0%	44%	0%	13%	25%	6%
Fresno	32	6%	13%	34%	6%	22%	19%	0%
Sacramento	36	3%	11%	25%	17%	19%	17%	8%
San Diego	45	18%	7%	27%	24%	11%	7%	7%
<b>Rural/Urban</b>								
Rural	56	11.5%	23%	25.5%	5%	13%	22%	0%
Urban	133	8%	6.8%	37.4%	14.8%	15.4%	12%	6.4%
<b>Gender</b>								
Female	72	6%	15%	39%	14%	14%	14%	6%
Male	110	13%	10%	27%	15%	16%	15%	5%

Table 5. Continued

	n <sup>2</sup>	Collaboration	Safety/Security	Efficient System	Manage Growth	Capacity/Choice	Financing	Mobility/ Accessibility
<b>Age</b>								
1-21 Years	3	0%	33%	33%	0%	0%	33%	0%
22-40 Years	57	7%	14%	18%	14%	12%	14%	4%
41-65 Years	111	10%	11%	29%	14%	16%	15%	5%
Over 65 Years	16	19%	6%	38%	19%	19%	0%	0%
<b>Race</b>								
Am. Indian	6%	33%	0%	0%	0%	17%	50%	0%
Asian	17%	6%	0%	59%	18%	6%	6%	6%
Black	12	8%	8%	33%	8%	25%	0%	17%
Hispanic	9	11%	0%	56%	11%	22%	0%	0%
Haw./Pac. Is.	4	25%	0%	25%	25%	25%	0%	0%
White	129	7%	15%	28%	15%	15%	16%	5%
Other	12	25%	17%	25%	8%	8%	17%	0%
<b>Income</b>								
\$0-18,100	13	8%	0%	31%	31%	15%	8%	8%
\$18,101-30,000	10	10%	20%	20%	0%	20%	10%	20%
\$30,001-45,000	26	23%	12%	23%	8%	12%	23%	0%
\$45,001-60,000	25	12%	12%	32%	20%	8%	8%	8%
\$60,001-75,000	21	0%	14%	43%	29%	10%	0%	5%
\$75,001-90,000	27	19%	15%	19%	11%	7%	26%	4%
Over \$90,000	67	3%	10%	37%	9%	22%	15%	3%

**Table 5.** Continued

	n <sup>2</sup>	Collaboration	Safety/Security	Efficient System	Manage Growth	Capacity/Choice	Financing	Mobility/ Accessibility
<b>Exposure to CTP</b>								
Learning Tonight	39	3%	15%	33%	13%	18%	18%	0%
Read Two-Page Fact Sheet	17	6%	6%	29%	24%	12%	18%	6%
Read Brochure	58	12%	5%	31%	14%	2%	12%	7%
Read CTP Executive Summary	32	16%	13%	22%	13%	16%	16%	6%
Read Draft CTP	43	9%	19%	37%	12%	7%	12%	5%

Notes:

<sup>1</sup> Numbers indicate the percentage of respondents who ranked a given policy as the “Most Important Transportation Policy”.

<sup>2</sup> Number of respondents

**Table 6.** Responses on “How Effective was this Meeting to Obtain Public Input on the Draft CTP?”

[illegible]

Table 6. Continued

	n	Mean	Not at All Effective				Somewhat Effective				Very Effective
<b>Race</b>											
Am. Indian	8	8	0	0	0	0	2	0	0	0	6
Asian	16	6.8	0	0	0	1	3	2	5	2	3
Black	12	6.8	0	0	0	0	4	1	2	3	2
Hispanic	7	5.6	1	1	0	0	1	1	1	0	2
Haw./Pac. Is.	4	6.5	0	0	0	0	1	0	3	0	0
White	126	6.5	3	3	8	4	21	10	31	22	24
Other	11	6.2	0	1	0	0	2	3	3	1	1
	Std. Dev.	0.73									
<b>Income</b>											
\$0-18,100	14	6.1	0	0	3	0	3	1	4	0	3
\$18,101-30,000	11	6.5	0	0	0	1	3	0	4	2	1
\$30,001-45,000	25	6.5	2	0	0	0	6	1	8	4	4
\$45,001-60,000	26	6.3	0	1	1	2	5	4	5	5	3
\$60,001-75,000	21	6.8	0	0	1	0	5	2	6	2	5
\$75,001-90,000	26	6.6	1	1	1	0	3	3	8	4	5
over \$90,000	61	6.8	1	3	2	2	9	6	10	11	17
	Std. Dev.	0.25									
<b>Exposure to CTP</b>											
Learning Tonight	37	6.7	0	0	2	2	7	4	9	6	7
Two-Page Fact Sheet	16	6.3	1	0	1	0	4	1	4	2	3
Brochure	55	6.4	0	3	1	2	13	5	15	7	9
CTP Exec. Sum.	32	7	1	0	1	1	5	1	9	4	10
Draft CTP	44	6.5	2	2	3	0	5	6	8	9	9
	Std. Dev.	0.28									

\* This standard deviation ignores the mean for the 1-21 Years group because the n for that group is so small.



had responses that were more favorable than the total mean, but their group means did not reach 3.0 (group means were 2.8, 2.8, and 2.7, respectively).<sup>3</sup> Two groups responded with means less than 2.0, indicating a lower level of agreement. Respondents age 1–21<sup>4</sup> and respondents from Sacramento gave means of 1.7 and 1.9, respectively.

**“To What Extent Do You Agree That the Strategies in the CTP Will Help Enhance Public Safety and Security?”**

There was moderate agreement that the strategies in the CTP will help enhance public safety and security. The total mean was 3.0 and the variance was 0.21. Only two demographic groups had means that were more than 0.3 point from the total mean: Native Hawaiians/Pacific Islanders demonstrated stronger agreement with the statement (group mean = 3.8)<sup>5</sup>, and respondents who classified their race as “Other” demonstrated a lower level of agreement (group mean = 2.5).

**“To What Extent Do You Agree That the Strategies in the CTP Will Help Preserve the Transportation System?”**

There was moderate agreement that the strategies in the CTP will help preserve the transportation system, with a moderate amount of variance. The total mean was 3.0 and the variance was 0.22. Several groups deviated from the total mean by more than 0.3 point. Native Hawaiians/Pacific Islanders had the strongest level of agreement with a mean of 3.7<sup>6</sup>, while respondents in the “Other” race classification, the 1–21 age group<sup>7</sup>, and the San Bernardino location group also had high means (3.5, 3.5, and 3.4, respectively). The group mean indicating the lowest level of agreement was from respondents classifying themselves as American Indians.

**“To What Extent Do You Agree That the Strategies in the CTP Will Help Improve Mobility and Accessibility?”**

There was moderate agreement that the strategies in the CTP will help improve mobility and accessibility. The total mean was again 3.0, and the variance was a moderate 0.23 point. The group that agreed most strongly was the Native Hawaiians/Pacific Islanders (group mean = 3.8)<sup>8</sup>, and Black respondents also expressed fairly strong agreement (group mean = 3.5). The only abnormally low response was from Hispanic respondents, who had a group mean of 2.5.

**“To What Extent Do You Agree That the Strategies in the CTP Will Help Maximize Efficient Use of Resources?”**

There was moderate agreement that the strategies in the CTP will help maximize efficient use of resources. The total mean was 2.9, and there was a moderate amount of variance (0.25 point). Three groups had means with substantially stronger agreement: American Indian and Native Hawaiians/Pacific Islanders<sup>9</sup> both had group means of 3.5, and respondents from San Bernardino had a group

<sup>3</sup> See footnote 2.

<sup>4</sup> The age 1–21 demographic group contained only five respondents, so this deviation has very little statistical significance.

<sup>5</sup> See footnote 2.

<sup>6</sup> See footnote 2.

<sup>7</sup> See footnote 4.

<sup>8</sup> See footnote 2.

<sup>9</sup> See footnote 2.

mean of 3.3. Respondents from Redding, on the other hand, had a substantially lower mean (2.3).

### **“To What Extent Do You Agree That the Strategies in the CTP Will Help Reflect Community and Environmental Values?”**

There was moderate agreement with the statement that the strategies in the CTP will help reflect community and environmental values. The mean was 3.0 and there was a moderate amount of variance (variance = 0.20). Two groups had fairly high means, while one had a low mean. Black respondents had a group mean of 3.5, and Hispanic respondents had a mean of 3.4, but respondents age 1–21 had a mean of 2.5.<sup>10</sup>

### **“Overall, How Would You Rate the CTP?”**

Responses to this question were recorded on a four-point scale, with 1 = “Failure,” 2 = “Below Expectations,” 3 = “Meets Expectations,” and 4 = “Above Expectations.” The overall response, a 2.7, seems to indicate that the CTP generally comes close to meeting the respondents’ expectations. There was moderate variance (0.21), no lower outliers, and three respondent groups with high group means. Respondents age 1–21 gave a 3.3 mean<sup>11</sup>, Native Hawaiians/Pacific Islanders gave a 3.2 mean<sup>12</sup>, and Black respondents gave a 3.1.

### **“Most Important Transportation Policy.”**

This question asked respondents to indicate which of seven transportation policies they feel is the most important (Table 5). 189 people answered the question. The policy that clearly garners the most support from respondents is that of an Efficient System. This policy received 31% of the total responses. It received substantially more votes than any other policy. Mobility/Accessibility raised the least amount of interest, with only 5% of respondents voting it as most important, while the five other policies each received between 10% and 15% of the votes. Demographic differences in responses will be discussed in more depth below, but in summary it can be noted that most demographic groups with greater than ten respondents agreed that Efficient System was the most important transportation policy. Looking at patterns in the different policy choices, Capacity received over 10% from most demographic groups and was the only policy besides Efficient System to receive greater than 0% from all groups with at least six respondents.<sup>13</sup> Mobility/Accessibility, on the other hand, only had two demographic groups give it more than 10%, and it received 0% from six groups.

### **“How Effective was This Meeting to Obtain Public Input on the Draft CTP?”**

The final question in the poll asked respondents to indicate their opinion on how effective the meeting was in obtaining public input on the draft CTP (Table 6). Responses were indicated on a nine-point scale, where 1 = “Not at All Effective” and 9 = “Very Effective.” 184 people answered the question, and the total mean

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<sup>10</sup> See footnote 4.

<sup>11</sup> See footnote 4.

<sup>12</sup> See footnote 2.

<sup>13</sup> This excludes the American Indian group, the Native Hawaiian/Pacific Islander group, and the 1–21 age group.

was 6.6, indicating that overall respondents felt that the meeting was more effective than not. There was moderate variation (standard deviation =.57), and with a 1.0 interval (0.5 on either side of the mean) encompassing values that were close to the total mean there were three lower outliers and four upper outliers. Hispanic respondents, respondents from Redding, and respondents from San Diego all had means lower than 6.0 (5.6, 5.8, and 5.9, respectively), indicating that these demographic groups felt that the meeting was not effective. Respondents in the 1-21 age group, American Indian respondents, respondents from Oakland, and respondents from Sacramento, on the other hand, all had means higher than 7.0 (8.5, 8.0, 7.3, and 7.2, respectively), indicating that these demographic groups felt that the meeting was definitely effective rather than just somewhat effective.

## Summary of Question/Poll Items

None of the first nine questions had substantial amounts of variance. Similarly, the ranges were very narrow. The biggest range was 1.3, for three of the questions. The smallest range was 0.8, for “The Transportation Vision for 2025 is Clear.”<sup>14</sup> The question that received the highest agreement rate of any of the first nine questions, with the least number of outlying values, was “The Goals Identified in the CTP Meet My Expectations,” while the question that had the most outlying values was “The CTP Provides Clear Guidelines for Future Transportation Investments.”

## Demographics

### Methodology

To determine whether association with various demographic categories may have influenced responses, an index was composed to rate each demographic group’s overall response to the first nine questions. Because for each question the response “1” represented the lowest opinion of the CTP and “4” represented the highest opinion of the CTP, average responses to each question could be summed to give an index rating that corresponded to overall approval of the plan. The higher the index rating, the higher the overall approval demonstrated by that demographic group.

This section again takes into account the number of outliers in each demographic category and the amount of variance as measured by standard deviation. Ranges again were not taken into account because they were all very small. Refer to Tables 4, 5, and 6 for more information, and note that asterisks indicate outlier values.

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<sup>14</sup> Range = highest group mean – lowest group mean

## Location

There was moderate variance in response on the four-point-scale questions when broken down by workshop location. There were a few outlying values for Redding and San Bernardino respondents, and one in Sacramento, and the standard deviations for each question were low. The index responses gave a clearer idea of how respondents from each city reacted to the plan overall. Four of the cities had index scores lower than the total mean of 26.2. The lowest index score was 25.2, from Redding respondents. Three cities had index scores that were higher than the total mean. Los Angeles and Fresno both scored 27.1, while San Bernardino had a substantially higher score of 28.8, indicating strong support.

For the Most Important Transportation Policy question, the Efficient System policy was rated the most important policy in every survey location except Redding. The relative importance of the Efficient System policy varied, however, among the other cities. 59% of Oakland respondents rated it most important, while only 27% of San Diego respondents and 25% of Sacramento respondents gave it that distinction. Redding respondents indicated that Safety/Security was the most important transportation policy (33% of respondents), and they also felt that financing was more important than efficiency (25% of respondents chose Financing while only 17% chose Efficient System).

For the question assessing the perceived effectiveness of the meetings, there was a moderate amount of variance in response when calculated based on location. There were four outlying values. Respondents in Oakland and Sacramento felt more strongly that the meetings were effective (with means of 7.3 and 7.2, respectively), while respondents in Redding and San Diego both had means less than 6.0 (5.8 and 5.9, respectively).

## Rural vs. Urban

There was very little variation in responses to the four-point-scale questions when they were broken down by rural/urban districts. There were no outlying values, and the standard deviations for each question were very low. The index scores were both close to the total mean index score. Respondents from primarily urban districts were very slightly more supportive of the plan, overall, than respondents from primarily rural districts. Their index score was 26.5 versus the male score of 26.2, but they did not have consistently higher means than the rural respondents.

The Efficient System policy was ranked as most important in the “Most Important Transportation Policy” question by respondents from both urban and rural districts, although urban respondents were more likely to support it over other policies than rural respondents. 37% of urban respondents ranked Efficient System first in importance, while only 26% of rural respondents agreed. Concerning the other policy choices, a larger percentage of rural respondents

chose Safety/Security, Financing, and Collaboration, while a larger percentage of urban respondents selected Manage Growth and Mobility/Accessibility, while men attached more importance to Collaboration.

There was very little variance in response to the question regarding the perceived effectiveness of the meetings. The urban respondents' mean was the same as the total mean (6.6), and the rural respondents' mean was only slightly less (6.4).

## Gender

There was little variation in responses to the four-point-scale questions when they were broken down by gender. There were no outlying values, and the standard deviations for each question were very low. The index scores were both close to the total mean index score. Female respondents were more supportive of the plan overall than males. Their index score was 26.6 versus the male score of 25.7, and they had equal or higher means than the male respondents for each question.

The Efficient System policy was ranked as most important in the "Most Important Transportation Policy" question by both men and women, though women were more likely to support it over other policies than men. A total of 39% of female respondents ranked Efficient System first in importance, while only 27% of male respondents agreed. For the other policy choices, women were more likely to choose Safety/Security than men, while men attached more importance to Collaboration.

There was very little variance in response to the question regarding the perceived effectiveness of the meetings. Both the female and male respondents' means were very close to the total mean (6.7 and 6.5, respectively).

## Race

There was moderately high variance in response to the four-point-scale questions when broken down by race. Outlying values were present in each group's responses except for those who classified themselves as White. In particular, Native Hawaiians/Pacific Islanders had outlying values for seven of the nine questions, and Black respondents had four outlying values. Standard deviations for each question were relatively high. The index responses for the racial demographic groups covered the widest range of values. Native Hawaiians/Pacific Islanders demonstrated the most support with an index score of 30.7, and Black respondents also had a strongly supportive score of 28.7. The lower index scores were not as extreme. The lowest group score was 25.3 (from respondents classifying themselves as "Other"), less than one point lower than the total mean score. American Indian and Hispanic respondents also had scores noticeably lower than the mean, while the White respondents' score was very

close to the mean and the Asian respondents' score was slightly higher than the mean.

For the “Most Important Transportation Policy” question, the Efficient System policy was preferred by to all other policies by four of the seven categories of respondents. Respondents classifying themselves as “Other” demonstrated less clear-cut preference, with 25% of respondents ranking it first in a tie with the policy of Collaboration. The American Indian respondent group gave Efficient System 0% of its vote, instead prioritizing Financing.<sup>15, 16</sup>

For the question assessing the perceived effectiveness of the meetings, there was a moderate amount of variance in response. There were two outlying values. American Indian respondents felt strongly that the meetings were effective, with a mean of 8.0 and the majority of respondents selecting 9, or “Very Effective,” as their answer. Hispanic respondents, however, had the lowest mean of any demographic group for this question (5.6).

## Income

There was very little variation in response to the four-point-scale questions when broken down by income bracket. There were no outlying values for any groups, and the standard deviations for each question were very low. The range of index scores was more indicative of differences among the groups. Respondents in the \$45,001–60,000 income bracket demonstrated the most support for the CTP, with an index score of 27.6, and respondents in the \$75,001–90,000 bracket also showed relatively high support (index score = 26.7). Respondents in the \$60,001–75,000 bracket and \$18,101–30,000 bracket had scores very close to the mean (26.2 and 26.5, respectively), and respondents in the other brackets had relatively low scores (25.4, 25.5, and 25.6).

The Efficient System policy was definitively ranked first by only three of the seven income bracket groups (43% ranked it most important in the \$60,001–75,000 bracket; 37% in the Over \$90,000 bracket; and 32% in the \$45,001–60,000 bracket). Three other groups ranked it first as well, but in a tied rank with other policies. Only one group ranked it below another policy. Respondents in the \$75,001–90,000 income bracket prioritized Financing with 26%, and ranked both Efficient System and Collaboration second, with 19% each.

When calculated based on income, the question assessing the perceived effectiveness of the meetings had little variance and no outliers. There were no significant patterns of agreeableness corresponding with income level.

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<sup>15</sup> There were only six respondents in the American Indian group, however, which decreases the statistical significance of the findings.

<sup>16</sup> The seventh category of respondent, the Native Hawaiians/Pacific Islanders group, had only four respondents, and each listed a different policy as most important.

## Age

There was very little variance in response to the four-point-scale questions when broken down by age group. Outlying values were only seen in the 1–21 age group’s responses, and, because this group had only five respondents, its responses should not be considered as significant as those for other groups. The index responses were clustered tightly around the total mean index score (25.8, 26.1, 26.1, and 26.2).

All age groups except those age 1–21 ranked Efficient System as the most important transportation policy.<sup>17</sup> However, while 38% of the Over 65 age group ranked it first, only 29% of the 41–65 age group ranked it first (although there was no clear other favored option for this group), and a still lower percentage of the 22–40 age group gave it the top ranking. It may be possible, therefore, to conclude that as age increases a respondent is more likely to favor Efficient System policy over other transportation policies.

For the question assessing the perceived effectiveness of the meetings, there was a disparity resulting from the low number of respondents in the 1–21 age group. There were only two respondents in this age group, making the demographic group unsuitable for comparison with the others in its category. Without taking the erroneous group into account, the standard deviation was a fairly low 0.38, and there were no outliers. Also, there were no significant patterns of agreeableness corresponding with age.

## Familiarity

There was moderate variance in response to the four-point-scale questions when broken down by the amount of exposure to the plan respondents had before the district meetings. The only outlying value was for respondents who had read the brochure before coming to the meeting. That group consistently gave lower scores than most of the other groups and ended up with the lowest index score not only compared to the other groups in this demographic category but also when compared to all groups in all demographic categories. Another notable index score in this demographic category was a high 27.7 from respondents who had reviewed the draft CTP. The three other groups all had scores that were very close to the overall mean (26.2, 26.1, and 25.9).

There was little variation among these groups for the “Most Important Transportation Policy” question. Each group ranked Efficient System first, and the range of group responses was only fifteen percentage points.

When calculated based on exposure to the CTP, the question assessing the perceived effectiveness of the meetings had little variance and no outliers. There were no significant patterns of agreeableness corresponding with income level.

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<sup>17</sup> The 1–21 age group had only three respondents, and each listed a different policy as most important.

## Summary of Demographic Group Differences

Demographic groups that tended to be the most supportive of the CTP included Native Hawaiians/Pacific Islanders (index score = 30.7)<sup>18</sup>, respondents from San Bernardino (index score = 28.8), Black respondents (index score = 28.7), respondents who had previously reviewed the draft CTP (index score = 27.7), and respondents in the \$45,001–60,000 income bracket (index score = 27.6). The only demographic group that demonstrated an analogous level of relative disapproval of the plan was respondents who had previously viewed the CTP brochure (index score = 24.6).

Few patterns were seen within demographic categories. As mentioned above, it may be possible to conclude that as age increases a respondent is more likely to favor Efficient System policy over other transportation policies.

The assumption that race may be a stronger factor than other variables, given the number of outlying values and the comparatively wide range of index scores, may be valid, but the number of respondents in each non-white racial category is too low to draw any statistically significant conclusions. Another variable that seems to make a difference is level of exposure to the CTP because differentiation into groups based on this variable resulted in a wide range of index scores. However, the index scores did not seem to have a strong positive or negative correlation with level of exposure. (The index scores did not increase or decrease as the level of exposure increased.)

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<sup>18</sup> See footnote 2.



## Section IV

# Public Comments

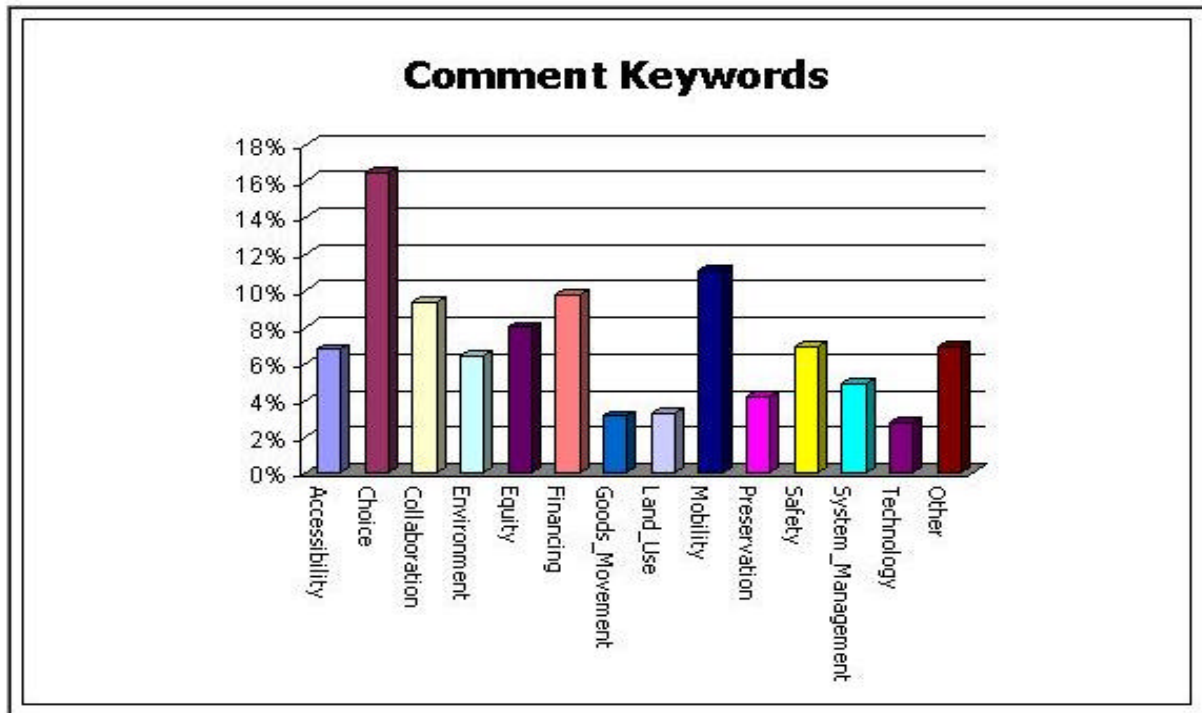
## Comment Summary

The draft CTP is a statewide, long-range transportation plan that will guide transportation decisions and investments in the twenty-first century. It proposes a vision for transportation in 2025 and beyond, and sets goals, policies, and strategies to achieve that vision. Development of the CTP Policy Element will be followed by the development of an Action Element. Comments received during the CTP public review and comment phase may be referred to the Action Element.

The CTP was developed in collaboration with transportation system users, public and private decision-makers, and transportation providers. Numerous focus-group meetings, workshops, customer telephone surveys, and written questionnaires were used to gather public input on the basic question “Where do we go from here?” The CTP was drafted to reflect the public’s responses. Caltrans then initiated the public review and comment phase under the theme of “Did we get it right?” Comments were collected by various means, including:

- a brochure, including a questionnaire to allow for subjective comment, distributed in four languages, Braille, and audiotape;
- an identical online questionnaire;
- seven workshops that included an audio response system that asked comparable questions as included in the questionnaires (after receiving the audience response to a question, the facilitator would ask how the CTP could better address their concerns in a specific area);
- over 100 community and organization meetings throughout the state; and
- e-mail, fax, and postal service.

Staff entered the numerous comments into a database and assigned keywords to facilitate categorization and extracting the comments. The keywords and a ratio of the comments received for each keyword are shown below.



## Diverse Comments

The comments summarized here reflect the social, community and geographic diversity of California. As one would expect, comments sometimes directly conflict with others (e.g., “don’t use any public resources on increasing roadway capacity” vs. “gas excise tax revenue should only be spent on roadways”). Occasionally, comments focused on a local issue, such as a specific on-ramp, sign, or transit route. When possible, the broader context of the comment is included in this summary. At times, it was apparent that the commenter was unfamiliar with the contents of the CTP. However, the comments deserve consideration and are included in this summary.

The following summary attempts to minimize comment redundancies. However, many comments apply to more than one keyword (e.g., goods movement and financing, and preferred spending priorities and finance), so they may be listed more than once.

# Keyword Comments

## Mobility

The concepts of mobility, accessibility, and transportation choices are interrelated. As such, among these keywords, there is some overlap in comments. Mobility and accessibility initiated a debate between various transportation modes, primarily roadways vs. transit. However, bicycle and pedestrian modes also were well represented in the debate. Comments received during the CTP public review and comment phase substantially favored improving transit service over roadway/highway expansion. Also, during the June 2001 statistically valid random telephone survey of 3,220 Californians of driving age, the following question was posed:

“If more money were available for transportation, would it be better to spend on highway or on public transportation?”

There were some regional differences to the response, but statewide public opinion was 54% in favor of transit spending and 46% in favor of highway spending. Mobility comments included the following.

- Expanding roadway capacity should be the first priority.
- Expanding and improving transit systems should be the first priority.
  - ❑ Bus service should take priority over passenger rail service because it is more cost effective.
  - ❑ Rail service should take precedent over bus service because it has a better image and will attract ridership.
- Improve transit by offering flexible routes and schedules.
  - ❑ Better service in rural areas.
  - ❑ Service to and through recreational facilities.
- Develop a Statewide Transportation System Master Plan, including how, where, and when the network will be built; areas served; and areas preserved.
- Improve connectivity between modes and jurisdictions.
  - ❑ Provide multiple transfer point between modes.
- Close gaps in the transportation system.
- Support and fully integrate high-speed rail to provide intercity connectivity.
- Improve mobility through transportation demand management. Demand only needs to be reduced by 5% during peak periods to relieve congestion.
  - ❑ Provide incentives for carpooling/vanpooling and transit usage.
  - ❑ Promote alternative work schedule, delivery schedules, e-commerce, government, and education.

*“Congestion.  
Deal with it!”*

Questionnaire  
Comment

- High-occupancy vehicle (HOV) travel.
  - Convert existing lanes into HOV lanes, and complete the HOV system.
  - Remove HOV lanes and convert them to mixed use lanes.
  - Convert HOV lanes in to high occupancy toll lanes.
- Require better planning and impact assessment on housing developments, business parks, tourist and recreational magnets, and casinos.
  - Developers should pay for transportation impact mitigation.
  - Suburban homebuyers should pay for increase capacity needs.
- Get freight off the highway and onto rail.

## Accessibility

As the debate between highway, transit, and nonmotorized transportation investments continued, there was considerable concern expressed regarding air quality, oil consumption, dependence on foreign oil, and its influence on foreign diplomacy. In addition, many workshop participants felt that the plan inadequately addressed the mobility needs of persons with disabilities.

- Implement 511 Traveler Information.
- Coordinate transit, paratransit, and social services transport providers.
  - Improve service to the disabled and elderly.
  - Promote same-day, on-call, door-to-door service.
  - Promote 24/7 service.
  - Improve services in rural areas: lifeline, independent living, and economic opportunities.
- Accessibility and economic opportunity are connected; low-income, high-unemployment areas must have affordable transportation to work, training, and education.
- Increase flexibility of transit routes and schedules.
- Incorporate bike and pedestrian facilities in all roadway projects.
- Promote widespread use of “Smart Cards.”
- Promote high speed rail connecting California’s major urban centers and serving the Central Valley.
  - Help mitigate discontinued commercial air service.
- Improve airport access.
- Need to include design standards for individuals with sight impairment at signalized intersection, rail stations, interregional bus connections,

roundabouts, and rest areas. Include California Council for the Blind in transportation policy.

## Choice

Several comments were submitted linking human health and transportation, including the rise in obesity and associated health costs approaching \$25 billion annually. Health advocates requested a more in-depth discuss of this issue and promotion of community design and transportation options leading to a less-sedentary lifestyle.

- Promote flexibility in funding so alternative modes can be developed, maintained and operated.
- Non-motorized modes.
  - Promote walkable communities that provide safe walking and biking facilities, connected by intercity transit.
  - Support safe bicycle and pedestrian pathways, and bike access to all roads.
  - Include the California Blueprint for Bicycling and Walking in the CTP's appendix.
  - Promote a bike share program comparable to the car share program. (Amsterdam model)
  - Increase vehicle registration fees 1–5% to provide for bicycle facilities.
- If the majority of trips are non–work related and are “best served by privately owned vehicles,” focus on meeting this need.
- Promote improved transit services and bicycle facilities in rural areas.
- Provide incentives for:
  - Rideshare/van pool.
  - Low- and zero-emission vehicles (LEVs/ZEVs).
  - Biking to commuting.
- Promote high speed rail as a choice for intercity travelers.
- Discuss “Segways” their benefits and safety concerns.
- Examine regulations that prohibit privately operated jitneys and jeepney services.

## System Management

There were several comments on the supply side approach, and the lack of demand management strategies.

- Missed the mark by not promoting demand management through value/demand pricing.
  - Need transit demand management strategies.
- Increase fees to provide for commercial vehicle weight and safety impacts.
- Improve people throughput, not vehicle throughput.
- HOV.
  - Complete HOV system connectivity, park-and-ride integration.
  - Migrate toward HOT lanes.
  - Discontinue HOV system and convert to uncontrolled lanes.
- Add a discussion on the impacts of nonrecurring incidents, and propose strategies to minimize delays.

## Preservation

Concern was frequently expressed regarding the term *preservation* (e.g., “It sounds like we are preserving something obsolete and no longer served its purpose.”). It was suggested that the term be changed to *maintain*. Funding for maintenance concerns were more prevalent in rural areas than urban areas.

- Include a better discussion on the increased cost of maintaining California’s aging transportation system, including all modes.
- Preserve the system ( roads, rail, transit vehicles, etc.) before expanding it.
  - The CTP favors maintaining roadways over transit facilities and vehicles.
- Local streets and roads and county roads need to be maintained.
- Recognize the role of research and technology in maintaining the system.
- Close obsolete roads and abandoned rail right-of-way for other transportation purposes or for wildlife corridors.

## Technology

The primary technology comments received are the draft CTP is not futuristic or innovative. Comments recommended using advanced technologies to increase safety and system capacity.

- Provide a better discussion on Intelligent Transportation Systems (ITS) and what they can offer in system operation and management, and safety and capacity improvements for the roadways, transit, bikes, and goods movement.
  - The CTP should strongly support the technology solutions.

- Improve standardization of transportation technologies throughout state.
- Remove barriers and promote private-sector participation in transportation technologies.
- Promote innovative strategies such as virtual bus, mobile seats, mobile energy generation, vertical living, and car cooperatives.
- Promote advanced personal transportation.
- Improve vehicle-based technology for improved safety, navigation, and driver assistance.
- Expedite statewide deployment of 511 Traveler Information.

## Safety

Increasing bicyclist and pedestrian safety was the most frequently raised issue. There was also considerable concern expressed regarding transportation safety for our aging population. Education was the most frequently recommended solution.

- Conduct and present a diagnosis on transportation safety now and in the future.
- Promote walkable communities.
  - Increase bike and pedestrian safety, and safety around schools.
  - Provide buffer zones between pedestrians and high traffic roadways.
  - Provide traffic control measures in neighborhoods.
- Commercial vehicles.
  - Enforce existing regulations on commercial vehicles.
  - Remove trucks from highways.
  - Ban trucks from surface streets and neighborhoods.
  - Provide better safety training for drivers.
- Rural safety.
  - Resolve context-sensitive solutions and facility safety conflict.
  - Provide alternative routes to small town main streets, especially for commercial vehicles.
- Education.
  - More stringent and continuing drivers, biking, and pedestrian safety education.
  - Continued education for youth and elderly.
  - Include sharing the road with nonmotorized transportation, courtesy.

*“Drivers are  
Rude.”*

San Diego  
Workshop

- ☐ Promote a marketing campaign for driver civility.
- Improve vehicle-based safety technology.
- Implement the Federal Highway Administration's (FHWA's) guidelines for safety for seniors.
- Promote more stringent licensing requirements.
  - ☐ Ensure drivers have licenses.
  - ☐ Raise age threshold or make licensing progressive.
  - ☐ Testing for elderly licensing.
- Increase enforcement.
- Reduce speeds limits.
- Include a discussion on grade crossing safety, promote mitigation, and educate the public.
- Security.
  - ☐ There needs to be a plan for all major facilities.
  - ☐ Improve safety and security at transit stations and intermodal facilities.
  - ☐ Security training for transit and aviation employees.

## Goods Movement

Stakeholders and carriers were concerned that the CTP did not adequately address the importance of goods movement to the state and national economy, increasing demand especially in trucking and air transport, and important geographic location of California to North American Free Trade Agreement and Pacific rim commerce. System users expressed concerns regarding safety and environmental impacts of commercial trucking, and recommended a modal shift from trucks to rail.

- Strengthen the goods movement component.
  - ☐ Economic vitality linkage.
  - ☐ Safety issues in neighborhoods, on highways.
  - ☐ Geometric and load problems on city and county streets.
  - ☐ Hazardous material transport.
  - ☐ Environmental impacts.
  - ☐ Congestion impacts.
- Support short-line railroads.
- Shift goods movement from highways to railways.



- Promote flexible and increased funding to preserve ports, airports and freight rail lines.
  - Conduct cost-benefit analysis of investing public funds in private sector facilities.

## Land Use

Most comments received through all forums, rural and urban, supported an increased linkage between land use and transportation, more urban-village and transit-oriented development (TOD), and the historical “build it and they will come” development along transportation corridors. A few comments advised transportation providers to stay out of land-use issues and to stop trying to control social behavior.

- Better link land-use planning and transportation planning.
  - Recognize MPOs that do a good job.
  - Provide strong guidelines for integrating land use and transportation.
- Stronger promotion of mixed-use development, TOD, affordable housing/jobs, walkable communities, and urban villages.
- Make developers pay for mitigation.
- Make it more costly to develop and move to the fringe suburbs.
- Support the goals outlined in AB 857, “Environmental Goals and Policy Report.”
- Using land use to affect mobility is inefficient.

## Environment

Most comments emphasized the need to protect California’s environment, wildlife, habitat and farmlands. One comment was received opining that environmental concerns and mitigation add to cost, result in project delays, and a middle ground should be found. Another advised transportation providers to ignore environmentalists.

- Incorporate the Statewide Comprehensive Wildlife Plan, which promotes minimizing development in high conflict areas.
- More discussion of air quality and global warming impacts.
  - Provide a more-informative discussion on federal transportation funds and air quality conformity.
  - Identify measures that would reduce air pollution in a specific period.
  - More discussion of impacts of diesel fuels.

- Provide incentives for ZEV/LEV market penetration.
- Reduce transportation facilities footprint to minimize surface runoff.
- Focus more on solutions rather than stating the problems.
- Make latest technologies available to rural areas to help maintain a clean environment.
- Support contact-sensitive solutions to maintain the character of California's rural communities.
- Use, encourage, and educate partners on the use of recycled materials.
- Recognize historic/scenic significance of communities.
  - Mitigate negative community impacts.
  - Provide financial compensation for negative community impacts.
- Goal 5: If the goal doesn't address the natural environment, do not use the word "environment."
- Goal 5: Separate resource and environment. Preserving or enhancing the environment should be a separate goal.

## Equity

There was significant concern regarding the funding and attention the rural areas of California receive compared to the urban areas. Numerous comments were presented regarding equal access for persons with disabilities and low-income communities.

- The CTP does not address regional differences or give rural communities equal consideration.
- Employ persons with disabilities in decision-making positions.
- More discussion on people with disabilities need for access to destinations.
  - Recognize architectural barriers when designing facilities.
- Americans with Disabilities Act access to transit vehicles.
- Identify the mobility needs of younger and older demographic groups and provide strategies to meet the needs.
- Consider the affordability of transportation for low-income users.
  - Subsidizing ZEV/LEV may be discriminatory for low-income system users.
- Get minority communities involved in the early planning stages of project and policy development.

## Collaboration

Participants were impressed with the workshops and method of gaining input to the draft CTP. However, they were concerned that traditionally underrepresented communities were not being reached. They recommended continued and frequent opportunities to have a voice in transportation decisions.

- Work closer with advocacy groups.
- Involve young people at high schools and universities.
- Go into the community and talk with people.
  - Well-trained staff to work with communities.
- Educate public on how transportation decisions are made, environmental impacts, life-cycle costs, operating cost, alternatives, and consequences of decisions.
- Promote marketing campaigns to gain public focus on important transportation and transportation related decisions.
  - Make marketing material understandable to those outside the transportation community.
  - Use modeling and simulation tools to demonstrate alternatives and projected results.
- Collaborate with tribes, transit operators, business, shippers, etc.
- Make elected officials aware of CTP.
- Reference Public Policy Institute of California's survey results on what Californians want for transportation and urban planning.

## Financing

Generally, those responding to the questionnaire online, through mail, and at the workshops did not feel that the CTP serves as a guide for future transportation investments. Transportation partners unanimously requested that the CTP include a long-range funding forecast. The public asked that the funding forecast be linked to a needs analysis. In addition, the CTP needs to be updated to reflect the current financial situation.

- Provide an analysis of the current system, projected demand, and what is needed to close the gap.
- Provide an analysis of how California currently spends its transportation dollars, by region.
- Provide an analysis of household transportation cost, by region.
- Financing mechanisms must include value/demand pricing and consider insurance payment at the pump, toll facilities, and HOT lanes.

- Financing plan should include increased fuel tax, indexed fuel tax, privatization opportunities, taxing gasohol.
- Deregulate to allow for private-sector participation and encourage private-sector participation.
- Lower the voter threshold for approving county tax initiatives.
- Funding allocations suggestions.
  - Allocate two-thirds of all resources to highways and one-third to transit.
  - 97% on highways and 3% on transit.
  - No gas tax revenues for transit.
  - Place a higher tax on low mileage vehicles.
  - No expenditures on highway expansion.
  - Increase vehicle registration fees to pay for bike program.
- Fund safety projects in rural areas.
- Protect transportation funds.
  - Make sure diverted resources are repaid soon.
  - Keep Article XIX.
  - Decisions hampered by Article XIX restrictions.
- Omit 75/25 split language (done).

## Overall Comments on Plan

Most comments were very supportive of the overall “balanced transportation” system concept and the draft CTP’s recognition of transportation being a part of the fabric of California’s environment, quality of life, and economic vitality. Some comments recommended mandates and regulations to enforce the CTP’s environmental and equity concepts. The following comments were submitted on how the CTP was not on target.

- Too vague.
- Need to assess the transportation system’s deficiency, analyze the best solutions for specific areas, identify the costs, and propose an overall strategy for California’s transportation system over the next 50 years.
- 20-year transportation planning is too short.
- Need to update for current condition of TCRP and fiscal crisis.
- Needs quantifiable objectives.
- It is a vision, not a plan.
- Need to state what is different between this and previous plan.

- Define transportation terms to make the plan more accessible to the general public.
- Need SMART (Specific, Measurable, Achievable, Realistic, Timely) Goals
- Better explanation of performance measures and how they will be used in the Action Element.
- Better explanation of the Action Element.

## Proposed Changes Resulting from Comments

### Proposed Changes to the California Transportation Plan

The final draft CTP will be amended to include the following issues; however, guidance is welcomed on how they are addressed.

#### Financial Element

Comments were received from regional transportation planning agencies and metropolitan planning organizations (MPOs), FHWA, local officials and system users requesting a financial element. Caltrans proposes to:

- Include a financial element in the final draft CTP projecting transportation funding over the next 20 years based on stated assumptions. Assumptions will include current revenue sources such as state and federal excise tax on fuel, weight fees, local initiatives using current expiration dates, and other sources based on economic indicators. The final draft CTP will also identify current restrictions on various fund sources, and how resources are allocated on a statewide basis.
- The Action Element will include a more robust transportation financing analysis considering the potential impacts of increased market penetration of alternative fuel vehicles, alternative financing structures, indexing fuel tax, private sector partnerships, potential external risks due to fluctuations in fuel and energy supplies, policy changes included in the federal reauthorization, and other economic factors that could influence transportation financing.
  - Caltrans staff will coordinate with an advisory committee comprising transportation partners and key stakeholders to reach consensus on economic assumptions and scope of the analysis.
- Include an analysis of Californian's household transportation costs.
- Remove reference to 75/25 allocation split.

#### Goods Movement

Stakeholders and carriers expressed concern that the CTP did not adequately address the importance of goods movement to the state and national economies,

the increasing demand, especially in commercial trucking and air transport, or its environmental and safety impacts. The final draft CTP will:

- Emphasize the critical role goods movement plays in regional, state and national economies, as well as its system and environmental impacts.
- Add a policy addressing the need to meet the projected increased demands in goods movement and strategies to address the demand while mitigating system and environmental impacts.
- Address safety issues.
- Discuss the role of short line railroads and their potential to help meet regional demand.

### **Land Use**

- Recognize the MPOs that do a good job linking land use and transportation.
- Examples of good linkages will be reflected in the final draft CTP.

### **Support Environmental Goals and Policy Report (AB 857)**

The draft CTP's vision and strategies currently support the goals identified in AB 857.

- Caltrans will continue to work with the Office of Planning and Research in the development of the Environmental Goals and Policy Report, and the CTP will reflect the report's recommendations as they are developed.

### **California Blueprint for Bicycling and Walking**

Nonmotorized transportation advocates pointed out that the blueprint was not included in reference or in summary.

- The Blueprint for Bicycling and Walking will be included in the list of transportation plans summarized in the appendix.

### **Transportation Planning and Programming in California**

Stakeholders and system users requested a description of transportation planning and programming, and an explanation of how the various planning documents relate. The final draft CTP will include:

- A primer on transportation planning and programming.
- A summary of primary transportation plans and their interrelationship.
- A summary/matrix of the most recent adopted regional transportation plans and their relationship to the CTP.

### **Edits and Clarification**

- Traffic Congestion Relief Program (TCRP) and Current Fiscal Situation: The final draft CTP will be updated to reflect the current fiscal situation regarding TCRP and transportation funds in general, while retaining the long-range nature of the plan.

- Equity: Based on the number of comments received from system users and advocacy groups, language addressing the transportation needs of persons with disabilities, the elderly, and the low-income community will be made clear.
- Goal 5: Clarification of natural resources and fiscal resources.
- Improve explanation of the purpose and status of performance measures.
- Improve description and purpose of the Action Element.

## Potential CTP Changes for Discussion

Caltrans is seeking guidance on if, how, and to what level the following issues should be addressed in the final draft CTP.

### **Statewide Transportation System Master Plan**

Develop a Statewide Transportation System Master Plan comparable to the highway plan developed in the 1960s, including how, where and when the network will be build, areas served and areas preserved.

### **Provide a More Robust Discussion of Cost of Maintaining and Operating the System**

System planners and operators expressed concern that the growing cost of maintaining California's aging transportation system—highways, local streets and roads, railway, pathway and transit systems—was not adequately defined. The ever-increasing maintenance, rehabilitation and operation costs are affecting transportation providers' ability to address current and projected demand.

### **High Occupancy Vehicle/High Occupancy Toll Lanes**

- Convert HOV lanes to HOT lanes to gain better system usage, while maintaining free flow in the controlled lane.
- Complete and connect the HOV system.

### **Aeronautics**

- Propose strategies to mitigate encroachment of incompatible development around general aviation airports.
- Improve airport access.
- Discuss community impacts of reduced or discontinued air service.

### **High Speed Rail**

Transportation users, regional partners and the High Speed Rail (HSR) Authority submitted comments regarding CTP's minimal support of HSR. Comments suggested HSR would help mitigate the impacts of recently reduced and discontinued air service to many of the state smaller cities.

### **Technology**

The draft CTP was criticized for not being futuristic enough and for not discussing the benefits of ITS on system management, operational improvements and safety.

- Technology is included in the draft under all goals, but is referred to as a means to an end, not the end itself.
- The reasoning was to “mainstream” technology into the overall planning and programming process. ITS is treated as one of many tools in the toolbox.

### **Air Quality and Climate Change**

The Joint Agency Climate Team submitted language emphasizing the need to reduce the use of fossil fuels to mitigate transportation’s share of global warming, including adding an additional policy, “Commit to a clean and energy efficient transportation system.” Stakeholders recommended a more informative discussion on federal transportation funds and air quality conformity.

### **Personal Health**

The California Department of Health Services submitted comments and articles regarding the negative impacts transportation over the past several decades.

- More discussion on transportations link to personal health.
  - Obesity, nonwalkable communities.
  - Obesity related health costs (currently over \$25 billion nationally) are overtaking tobacco-related health costs.
  - Rise in asthma.
  - Safety of walking and biking.
- Proposes greater emphasis on walkable communities.
- Greater support of pedestrian and bicycle safety and accessibility.

### **Wildlife and Wildlife Habitat**

Defenders of Wildlife and system users expressed concern that air quality issues dominated the environmental impacts discussion. They requested inclusion of the following Defenders of Wildlife’s Habitat and Highways Campaign objectives:

- Reduce the impact of surface transportation on wildlife and habitat, allowing maximum permeability for wide-ranging species, and minimize impact on surrounding environment.
- Incorporate wildlife conservation in transportation planning, avoiding ecologically significant areas to maintain existing wildlife corridors, and minimize effects on wildlife habitat.



## Comments for Referral to the Action Element

It is recommended that the following comments be referred to the Action Element:

- Perform a statewide system assessment and projected needs analysis.
- Analyze system deficiencies.
- Regional strategies.
- Associated costs.
- Conduct an analysis of transportation safety now and in the future. Link to performance measures.
- Develop and provide guidelines to better integrate transportation and land-use decisions.
- Recommend incentives for transit oriented development and other smart growth development practices.

### Rural Focus

- Provide latest technologies to rural areas.
- More definitive regional support of context-sensitive solutions to preserve the rural and individual characteristics of rural California
- Steps to ensure the preservation and economic value of the natural environment.

### Recycled Materials

- Educational strategies regarding the value of using recycled materials.
- Incentives to recycle materials.

### Education and Marketing

- Develop an explanation on how transportation decisions are made.
- Identify important regional transportation issues and how the public can get involved.
- Value of the transportation system to California's economy and quality of life.
- Cost of transportation.
- Impacts of individual transportation decisions.

### Segways

- Address the attributes, benefits, and safety factors related to Segways.

### Privately Operated Jitney/Jeepney Services

- Explore the regulations restricting privately operated jitney and jeepney services.

- Describe their operation in other countries, benefits, and attributes.
- Propose new regulations allowing for their safe and economical operation in California.

### **Demand Management**

- Explore the demand side as well as the supply side of transportation services.
- Explore the feasibility of demand pricing and pay-at-the-pump insurance.

### **Obsolete System Elements**

- Discontinue maintaining obsolete or little-used road and rail facilities.
- Convert to other purposes such as bike paths or habitat.

### **Equity/Accessibility**

- Adopt design standards for individuals with sight impairment at signalized intersections, transit facilities, rest areas, and grade crossings.
- Include California Council for Blind in transportation policy.
- Promote a bike-share program comparable to the car-share program. (Amsterdam model)

## **Comment Keywords**

Listed below is a summary of the verbal comments made at the workshops, arranged by keyword (defined below). Collaboration and financing topics received a majority of the comments throughout the state. Comments falling into the “other” category were most frequently mentioned at the regional workshops.

Keyword	Definition
Accessibility	Connectivity, system integration, coordinated services and schedules, seamless system.
Choice	Modal choices include bikes, pedestrians, transit, auto. May have references to a balanced system. Could include High Speed Rail.
Collaboration	Communication, education, coordinating with stakeholders; improved outreach and information sharing tools; public and private partnerships; working with other agencies.
Environment	Air and water quality, wildlife and wildlife habitat, preservation of open spaces, human and cultural environment; alternative fuels.
Equity	Accessibility for persons with disabilities, the elderly, and youth. Sharing the benefits and burdens of transportation equally among all communities, public outreach.
Financing	Financing the system at the local, regional, state, and federal levels; maintaining grant programs; redirection of funds to specific areas; increased gas taxes and new funding sources;

Keyword	Definition
	economy.
Goods Movement	Air, sea, rail, and roadway transport of goods; intermodal facilities; benefits and negative impacts.
Land Use	Urban design, higher densities, in-fill development, better connection between land use and transportation decisions, changes in how land use decisions are made, sprawl and edge development, new towns, affordable housing, housing/employment centers, mixed-use development. Preservation of natural and agricultural lands.
Mobility	Expanding the system—all modes—roadways—more lanes, connectors, etc. Transit—extended routes, new routes and more frequent service, improved passenger facilities; reduced congestion, bike and pedestrian—more facilities.
Preservation	Maintaining the system, rehabilitation, applies to all modes; road maintenance.
Safety	Enforcement, new regulations, vehicle and infrastructure based safety improvements, technology, and security issues. All modes—bike, pedestrian, roadway, transit, trucking.
System Management	Technological applications, demand management, demand pricing, value pricing; transit system schedule, transfer, service and fare payment system management; system planning; regional/interregional management.
Technology	Improving transportation through technological innovations, maybe vehicle based applications or infrastructure; communication systems; traveler information, safety and security systems, system management systems; alternative fuels. Applies to all modes of transportations. E-business, e-government-telecommuting, tele-education, etc.
Other	Comments that do not fit any of the other keywords. For example, comments related to the plan, such as “vision is too broad”; “plan needs performance measures”; “cost benefit analysis of strategies should be included.”

## Public Comments Received

The public comments received from all sources described above are listed below. Commenters’ locations are specified where the information is available, and the total number of comments by keyword is provided. The text of each comment is provided in Appendix A. The number of comments received by keyword is provided below.

Keyword	Comments
Accessibility	65
Choice	121

Keyword	Comments
Collaboration	114
Environment	66
Equity	63
Financing	146
Goods Movement	29
Land Use	36
Mobility	107
Preservation	45
Safety	80
System Management	81
Technology	45
Other	209

## Section V

# Assessment of Workshop and Outreach Efforts and Recommendations for Future Efforts

Much about the CTP workshops and the district's outreach efforts met expectations. Overall, public outreach and the resulting public comments about the CTP will be critical in preparing the final CTP and working with the Action Element Team. The regional workshops for the draft CTP were well attended, and the level of effort on coordination of logistics resulted in informative events and meaningful comments. More than 330 people attended the regional workshops, and countless more were provided information and opportunities for comment through the outreach effort of the Caltrans Office of State Planning (OSP) and through efforts in local communities by each Caltrans district. Representation at the regional workshops was moderately representative of the California populace and included many local, regional, and statewide decision-makers. Notably, an extensive level of effort was directed to reaching out to community-based organizations (CBOs), individuals, and members of the disabled and minority communities, resulting in a better, if not completely representative, cross section of California's population. Approximately 1,100 comments were submitted through the various input methods.

## Assessment of Workshop and Outreach Efforts

### Highlights

- Involving local officials in hosting the workshops contributed to the relevance of the meetings for attendees; this approach demonstrated a commitment by the state to the concept of community collaboration.
- Tailoring the presentation and displays for each region's specific issues of interest (e.g., rural, mass transit) demonstrated an awareness about local concerns and an interest in addressing issues of local importance.
- Interactive polling technology was widely praised by the districts, local officials, and meeting attendees. The focused questions coupled with the

gadgetry of the “clickers” served to involve and excite the audience while guiding and focusing the discussion. The technology generated meaningful feedback, and the tracking mechanism provided an excellent and thorough representation of opinion.

## Important Lessons Learned

Although the overall process was a success, several lessons were learned. The contracting process should have been started earlier to benefit more fully from the expertise and efforts of the contractor and subcontractors. The nature of the on-call contract limited the opportunity to benefit from the contractors’ strategic counsel in the early stages of developing the public outreach plan; consequently, the contractors participated more heavily in implementation than in planning and making proactive recommendations. In addition, coordination with the districts was challenging. Varying levels of effort of public outreach among districts could have been avoided through better communications between OSP and the CTP representatives in the districts. Local officials, particularly with regard to their speeches made at the beginning of the meetings, should be coordinated more closely at the initial and subsequent contacts. Often, the length, topic, and content of the speeches did not meet expectations, and none followed any standard of consistency.

## Other Notable Issues

- Because current workshop displays were difficult and expensive to ship because of their size, weight, and fragility, smaller and/or fewer displays are recommended.
- Some of the venues were sub par. In the future, every venue should be visited by an OSP staff member to determine suitability.
- Workshops should be coordinated by at least two people from the consultant’s staff and the CTP public participation chief in OSP to strengthen district efforts and help to clarify expectations.

## Future Recommendations

### Streamline Guidelines for District Participation

Clear expectations should be communicated to the districts, and confirmation should be received to ensure uniformity between regional workshops. Uniformity can be reached by:

- providing checklists and templates and check-in/reporting timelines, and

- ensuring that components of agendas are not rearranged, shortened, or lengthened, and that workshop venues are not chosen because they are free or inexpensive.

## **Increase Lead Time for Public Outreach Strategizing**

Recommendations for the districts' outreach efforts, excluding regional workshops, are listed below.

- A consultant should be under contract at least 4 months before the start of the outreach effort to take advantage of its expertise.
- At least two meetings should be held with the consultant, subcontractors, district and headquarters staff (and, if possible, public-relations staff from MPOs, RTPAs, and other local agencies) to strategize approaches to both the "regular cast of players" and traditionally underrepresented groups.
- Demographic information for each region should be provided at each session so that the focus is kept on the correct target populations.
- Strategies should focus on successful workshops and local district efforts outside the regional workshops.
- Subcontractors should discuss and strategize their efforts at contacting CBOs and media with districts and headquarters so that everyone can benefit from their efforts. The subcontractors' efforts should be expanded somewhat to promote district activities/presentations of note.
- Dates and locations for regional workshops should be chosen and contracted for at least 2 months before the start of the entire outreach effort.
- It should be decided in advance whether Caltrans district and headquarters staff will participate in voting and/or commenting on issues; this should be clearly communicated before the sessions begin.

## Section VI

# Publicity and Outreach to Community Based Organizations and Underrepresented Populations

Before each workshop, notices were published in local newspapers announcing the time, date, location, and purpose of the workshop. Copies of a fact sheet/workshop notice and the CTP brochure were sent to more than 6,000 interested parties.

An extensive outreach campaign was launched to reach out to underrepresented minority populations in California; targeted groups included Asian American/Pacific Islander, African American, Latino, and Native American, populations. Telephone calls, mailed invitations, news advisories, calendar notices, translated materials, and radio and print advertisements were all used to reach out to various CBOs and underrepresented populations.

In addition to the regional workshops, representatives from the various Caltrans districts gave presentations at 102 local meetings. More than 3,000 people were reached, including senior citizens, business owners, minority groups, and other CBOs.

This section lists individuals, organizations, and media outlets contacted regarding the draft CTP; the minority group outreach and Caltrans district efforts are highlighted. Included at the end of this section are copies of various advertisements placed and newspaper articles generated from this outreach.



# African American

## Community Based Organizations

- African American Tobacco Education Network
- African Student Alliance
- African Students Program
- Alameda Corridor Engineering Team
- Alameda Corridor Jobs Training and Employment Corporation
- Alliance for African Assistance
- American Lung Association of San Diego and Imperial Counties
- Anderson Kiwanis
- Angeles Mesa Branch-Los Angeles Public Library
- Bay Area Rapid Transit
- Black American Political Association of California
- Brotherhood Crusade
- California Black Chamber of Commerce
- California Black Health Network
- California State University, San Bernardino
- Chartered
- Chevron/Texaco Corporation/Global Procurement
- Church Programs Coordinator for San Bernardino
- Commission on the Status Against Women
- Community Build
- Contra Costa College
- Delon Hampton & Associates
- DHA
- Dorothy Ingram Branch Library
- Earl B. Gilliam Bar Association
- Economic Development Alliance for Business
- Elk Grove Community Library
- Employment Development Department
- Ethiopian Community of San Diego, Inc.

- Exposition Park (Mary McLeod Bethune) Branch, Los Angeles Public Library
- Family Community Church
- First Fridays Business Gathering
- Fresno County Free Library
- Fresno Economic Opportunities Commission
- Greater Redding Chamber of Commerce
- Greater Sacramento NAACP
- Greenlining Institute
- House of Metamorphosis
- Huls Environmental Management, LLC
- Inland Empire African American Chamber of Commerce
- Intel Corporation
- Jackie Robinson Family YMCA
- Laney College
- Los Angeles Chapter, NAACP
- Los Angeles Public Library
- Los Angeles Sentinel
- Los Angeles Urban League
- Los Angeles World Airports
- Magic Johnson Development Corporation
- Malcolm X Library & Performing Arts Center
- Martin Luther King Regional Library
- Moreno Valley Multicultural Association
- NAACP of Fresno
- National Alliance For Positive Action
- National Coalition of 100 Black Women/Los Angeles Chapter
- Norman F. Feldheym Central Library
- Oakland Citizens for Urban Renewal (OCCUR)
- Oakland NAACP
- Operation Hope
- Pacific Gas & Electric Company
- Port of Oakland

- Recycling Black Dollars
- Redding Daybreakers
- Redding East Rotary Club
- Redding Enterprise Lions
- Redding Kiwanis
- Redding Rotary Club
- Redding Sunrise Rotary Club
- Redding West Rotary Club
- Riverside
- Sacramento Black Chamber of Commerce
- Sacramento Urban League
- San Bernardino County
- San Bernardino Valley College Speech Department
- San Diego Black Chamber of Commerce
- San Diego Council of Community Clinics
- San Diego House of Hope/Hope Academy
- San Diego NAACP
- San Diego Urban League
- San Joaquin Valley Chamber of Commerce
- Santa Clara County Chamber of Commerce
- SBC
- Shasta College
- Shell Oil Company
- Shell Youth Training Academy
- Soroptimist International of Redding
- South Sacramento Christian Center
- Spirit of Love Christian Church
- State of California
- State of California Department of Parks and Recreation
- Stop the Violence, Increase the Peace Foundation
- Sunset Rotary Club
- Toastmasters

- Toyota Motor Sales, USA, Inc.
- United Black Men of Fresno
- University of California
- University of California, Riverside
- URS Corporation
- Yesha-African Students Program-University of California, Riverside
- Young Community Developers, Inc.

## Media Outlets

- Bay City News Service
- Black American Political Association of California (BAPAC) Radio
- Black Business Listings
- California Advocate
- California Crusader
- California State University, Fresno
- Charter Media
- Gospel Journal, Sacramento Edition
- KCRW-FM
- KFSR 90.7 FM
- KRLA-AM-"Empire Talks Back"
- KTYM-AM
- L.A. Watts Times
- Los Angeles Bay News Observer
- Los Angeles Sentinel
- Oakland Post
- Oakland Tribune
- Pasadena City College Courier
- Pasadena/San Gabriel Valley Journal
- Precinct Reporter
- Record Searchlight
- Sacramento Observer
- San Diego Voice & Viewpoint

- San Francisco Bay View
- Station 29 Cable Television
- Sun Reporter
- Westside Story Newsmagazine

## **Asian American/Pacific Islander Community Based Organizations**

- 19<sup>th</sup> Ave Japanese Baptist Church
- A3PCON
- Amanda Bueno
- American Asian Elderly Society
- American Chinese Community
- American Red Cross
- American Viet Nam Chinese
- American Vietnam Chinese Association
- Anaheim Korean Church
- Angelus Temple Korean Church
- Another Choice, Another Chance
- AP International Health Assessment Institute
- APIA Health Forum
- Asian & Pacific Islander American Health
- Asian & Pacific Islander Wellness Center
- Asian AIDS Project
- Asian American Communities Education
- Asian American Drug Abuse Program
- Asian Business Association
- Asian Community Center
- Asian Community Center Bingo
- Asian Community Mental Health Services
- Asian Community Nursing Home
- Asian Family Institute

- Asian Health Services
- Asian Law Caucus
- Asian Pacific American Fund
- Asian Pacific American Labor Alliance
- Asian Pacific American Legal Center
- Asian Pacific Community Counseling
- Asian Pacific Community Fund
- Asian Pacific Counseling and Treatment
- Asian Pacific Dispute Resolution
- Asian Pacific Environmental Network
- Asian Pacific Health Care Venture
- Asian Pacific Islander Community AIDS Project
- Asian Pacific Islander Family Resources
- Asian Pacific Older Adults Task Force
- Asian Pacific Policy & Planning Council
- Asian Pacific Psychological Services
- Asian Pacific Women's Network
- Asian Perinatal Advocates
- Asian Women's Resource Center
- Asian Youth Center
- Asians and Pacific Islanders for Reproductive Health
- Asians for Miracle Marrow Matches
- Asianweek
- Assoc. of Children's Services Agencies
- Association of Asian Pacific Community
- Barangay
- Big Brothers, Big Sisters
- Boys and Girls Club
- Burbank Korean First Presbyterian
- Byoung Pak
- California Alliance Concerned with School Age Parenting
- California Child, Youth and Family Coalition

- California Department of Health Services, Office of Family Planning
- California Department of Health Services, Office of Family Planning-Community Challenge Grants
- California Department of Health Services, Office of Women's Health
- California High Speed Rail Authority
- California Korean Presbyterian
- California State University, Sacramento, CEWAER
- California State University, Sacramento, Institute for Education Reform
- California Trade & Commerce Agency
- Cambodian Buddhist Monastery
- Cambodian Evangelical Church
- Cambodian Nazarene Church
- Capital Health Center
- Capitol Korean Presbyterian Church
- CARAL Promoting Reproductive Choices
- Catholic Charities
- Catholic Charities of Sacramento
- Center for Civic Partnerships
- Center for Fathers and Families
- Center for Health Improvement
- Center for Southeast Asian Refugees
- Center for the Pacific - Asian Family
- Central Korean Evangelical Church
- Chinatown Alpine Hill Neighborhood
- Chinatown Community Children's Center
- Chinatown Public Safety Association
- Chinatown Resource Center
- Chinatown Service Center
- Chinatown Youth Center
- Chinese American Chamber of Commerce
- Chinese American Citizens Alliance
- Chinese Assembly of God
- Chinese Benevolent Association

- Chinese Christian Bible Church
- Chinese Christian Center
- Chinese Community Church
- Chinese Community Housing Corporation
- Chinese Consolidated Benevolent Association
- Chinese Culture Center
- Chinese Evangelical Church
- Chinese for Affirmative Action
- Chinese Gospel Mission
- Chinese Grace Bible Church
- Chinese Immanuel Church
- Chinese Mandarin Church
- Chinese Methodist Church
- Chinese Newcomers Service
- Chinese United Methodist Church
- Coalition to Abolish Slavery and Trafficking
- CORAL Sacramento
- County of Sacramento Board of Supervisors
- Del Paso Heights Family Center (Hmong Association)
- Diogenes Youth Services
- East Bay Asian Youth Center
- East Bay Cambodian Council
- East Bay Vietnamese Association
- East Gate Korean Church
- East West Players
- Emmanuel Korean Baptist Church
- Evergreen Korean Christian Church
- Families with Children from China
- Family Unity Resource Center
- FEOC - Refugee Assistance Program
- Filipino Community of San Francisco
- Filipino Education Center



- Filipino Task Force on AIDS
- First Baptist Korean Church - Los Angeles
- First Chinese Baptist Church
- First Chinese Southern Baptist Church
- First Japanese Baptist Church
- First Korean Church of Los Angeles
- First Korean United Methodist
- Florin High School
- Fresno Cambodian Buddhist Society
- Fresno Center for New Americans
- Fresno Council-Hmong International
- Fresno Interdenominational Refugee Ministries
- Fresno Korean Baptist Church
- Fresno Leadership Foundation
- Fresno Metro Ministry
- Gay Asian Pacific Alliance
- Gay Asian Pacific Service Network
- Glendale Korean Presbyterian
- Great Leap
- Hanmi Bank
- Health Professions Education Foundation
- Himang Korean Church
- Hmong American Women's Association
- Hmong Community Church
- Hmong Cultural Heritage Center
- Hmong Sacramento
- Hmong Women's Heritage Association
- Hollywood Korean Presbyterian
- JACCC
- Japanese American Association of San Francisco
- Japanese American Chamber of Commerce
- Japanese American Citizens

- Japanese American Citizens League
- Japanese American Cultural Center
- Japanese American Library
- Japanese American National Museum
- Japanese Community Center
- Japanese Community Health, Inc.
- Japanese Community Pioneer Center
- Japanese Community Youth Council
- Japanese Evangelical Miss Soc
- Japanese Seventh Day Adventist
- Jehovah's Witnesses Japanese
- Jin Sook Lee
- Kai Ming Head Start
- KHEIR
- Kimochi, Inc.
- Korean Agape Episcopal Mission
- Korean American Association of San Francisco
- Korean American Coalition
- Korean American Education Center
- Korean American Family Service Center
- Korean American Museum
- Korean Ban-Suk Presbyterian
- Korean Baptist Church
- Korean Calvary Church
- Korean Centerm, Inc.
- Korean Church of Faith
- Korean Community Center of the East Bay
- Korean Congregational Church
- Korean Health, Education, Information & Research Center
- Korean Immigrants Workers Advocates
- Korean Presbyterian Church
- Korean Resource Center

- Korean Sacramento Full Gospel
- Korean Seventh-Day Adventist
- Korean United Methodist Church
- Korean United Presbyterian Church
- Korean Young Nak Presbyterian Church
- Korean Youth and Community Center
- KRON-TV
- KSCI-TV
- KYCC
- La Familia Counseling Center (Hmong and Laotian Association)
- Lao Community Development, Inc.
- Lao Evangelical Headquarters
- Lao Family Community Development Inc.
- Lao Family Community of Fresno
- Lao Seventh-Day Adventist Church
- Leadership Education for Asian Pacifics
- Little Tokyo Service Center
- Los Angeles Chinese Alliance Church
- Los Angeles Japanese Baptist Church
- LTSC Community Development Corporation
- Maryknoll Japanese Catholic
- Moon Kim
- Multicultural Collaborative
- Multilingual Education Department
- Nara Bank
- National APA Families Against Substance Abuse
- National Asian Pacific American
- National Asian Pacific American Families
- National Asian Pacific Center on Aging, Los Angeles
- National Asian Women's Health Organization
- National Council on Urban Indian Health
- New Asian Pride School

- New Hope Korean Baptist Mission
- NIA, The Birthing Project Clinic
- NICOS Chinese Health Coalition
- Nihonmachi Little Friends
- Ogilvy Public Relations Worldwide
- On Lok
- Pacific Asian Alcohol & Drug Program
- Pacific Asian Consortium in Employment
- Pacific Asian Language Services
- Pacific Islanders' Cultural Association
- Pacific News Service
- People for Livable and Active Neighborhood
- Pilipino American Senior Association
- Pilipino American Senior Citizens
- Planned Parenthood Mar Monte
- Population Services International
- Pregnancy Consultation Center
- Radio Seoul
- Refugee Programs Bureau
- Refugee Transitions
- Richmond Laotian Environmental Justice
- Robin Toma
- Sacramento Asian American Baptist Church
- Sacramento Asian Club
- Sacramento Children's Home
- Sacramento Chinese Baptist Church
- Sacramento Chinese Community Service Center
- Sacramento County Juvenile Justice System
- Sacramento County Office of Education, Project TEACH
- Sacramento Japanese Methodist
- Sacramento Korean Catholic Community
- Sacramento Korean Church

- Sacramento Korean Church of Nazarene
- Sacramento Korean Presbyterian
- Sacramento Lao Family Community
- Sacramento Metro Chamber
- Sacramento Refugee Ministry
- Samoan Community Development
- San Diego Japanese American
- San Diego Japanese Christian
- San Diego Korean United Baptist
- SBN-TV
- Search to Involve Pilipino Americans
- Seventh Day Adventist Asian
- Seventh-Day Adventist Japanese
- Southeast Asian Assistance Center
- Southern California Indian Center
- Special Service for Groups
- State Board of Equalization
- Steve Chang
- Sumitomo Bank of California
- Sutter Teen Education
- THC Clinic - Asian Health Project
- Ted Tanaka
- Teen Smart Program
- Thai Community Development Center
- The McClatchy Company
- Tri-Asian Ministries
- Trinity Korean Presbyterian
- True Light Chinese Church
- Unified Vietnamese Community
- Union of Pan Asian Communities
- United Hmong Foundation
- University of California, Los Angeles, Asian American Studies Center

- USC Asian Pacific American Student Services
- Valley Chinese Baptist Mission
- Viet Buddhist Association of San Francisco
- Vietnamese Alliance Church
- Vietnamese Buddhist Association
- Vietnamese Buddhist Temple
- Vietnamese Community Center
- Vietnamese Health Promotion Project
- Vietnamese Telephone Ministry
- Wat Lao Mathanaram Buddhist
- Wat Lao Saophuth
- West Bay Pilipino Multi-Service Center
- Western Region Asian Pacific Family Services
- Women's Health Leadership
- Wu Yee Children's Services
- Wu-Yee Family Center
- YMCA of Sacramento

## Media Outlets

- American Chinese Times
- Artweek
- Asahi Shimbun
- Asian Journal
- Beam
- Cali Today/Dan Viet
- California Examiner
- California Hmong Times
- Cambodia Hour
- Chanh Dao
- Chinadotcom Corporation
- Chinese News
- Chinh Nghia Weekly

- Chosun News USA
- Click2Asia
- Cultural News
- Eye on Asia
- Hai Van News
- Hmong Today
- India Currents
- Indochinese News
- Internet Metropolitan Vietnamese Network
- Inter-THAI-LAX Newspaper
- Japanese Community
- Japanese Daily Sun
- JATV
- KALI-PJ
- KATV
- KBIT-TV-30
- KCBS-TV
- KC-News
- KGB
- Khao Thai
- KJAY-AM/1430
- KLIB-AM/1110
- KNTV-TV
- Korea Daily
- Korea Times
- Korean American Television
- Korean Christian Press
- Korean Newsweek
- Korean Sunday News
- Korean Television Network
- Koreana News
- KSCI-TV

- KSQQ-FM/96.1
- KTAN-TV
- KTE
- KTSD
- KVIE Radio Station
- Kyodo News Service
- Lang Magazine (Sacramento)
- Lang Magazine (San Jose)
- Minaret
- Mo Magazine
- Muybueno.net
- New Chiab Magazine
- New Choomchon
- New Khao Sod Thai News
- New Kwong Tai Press
- New Times
- Nguoi Viet To Do
- Nikkei Weekly
- Panda TV USA
- Philippine Mabuhay News
- Philippine Review
- PRX Strategic Marketing
- Radio Korea 1230 AM
- Radio Manila
- Rafu Shimpō
- Sacramento Bee
- Sacramento Observer
- Saigon Nho
- Saigon Radio/1500
- Saigon USA
- San Diego Yu Yu
- San Jose Mercury News



- Seoul Radio
- Sereechai Newspaper
- Shin Han Minbo
- Sing Tao Daily
- ST Universal Radio, KBIF program
- Suab Hmoob
- Thai LA
- Thai Luan News
- Thai TV USA
- Thang Mo
- Thoi Moi News
- Tien Nuoc Toi Radio
- Tieng Viet San Diego
- Trieu Thanh
- United Hmong Radio
- Vien Thao Media
- Vien Thao TV Program
- Viet Nam Daily News
- Viet Nam Thoi Bao
- Vietnam Liberty News
- Vietnam Radio Hai Ngoai
- Vietnamese Daily
- VNFm (96.1)
- Yeu Magazine

## Latino American

### Community Based Organizations

- Alta Med Health Services Corp.
- Barrio Planners
- Bell Gardens Assoc. Merchants & Commerce
- BIENESTAR

- California Hispanic Chamber of Commerce
- Carecen
- Casa Familiar
- Catholic Charities, Diocese of San Diego
- Central California Hispanic Chamber
- Centro de Ninos
- Chicano Federation
- Children's Defense Fund
- East Los Angeles Boys & Girls Club
- Estrada Courts Residents Management Corp.
- Fiesta Educativa
- GUIA
- Hispanic Scholarship Fund
- Indian Human Resource Center
- Instituto Cultural Mexicano Los Angeles
- International Institute of Los Angeles
- La Raza Lawyers Assoc. - S.D. Chapter
- LA Team Mentoring
- Latin American Civic Association
- Latin Business Association Institute
- Latino Builders Industry Association
- Latino Children's Action Council
- Latino Coordinating Council
- Latino/Latina Unity Coalition
- Los Niños
- MAAC Project - Metropolitan Area Advisory Comm.
- MANA-A National Latina Organization (S.D. Chapter)
- Multicultural Area Health Educ. Center
- NALEO
- National Association of Hispanic Publications
- National Council of La Raza, Project
- National Hispanic University

- Ninos Latinos Unidos
- Para Los Niños / For The Children
- Proyecto Pastoral at Dolores Mission
- PUENTE Learning Center
- Salesian Boys and Girls Club of Los Angeles
- Salud para la Gente
- San Diego County Hispanic Chamber of Commerce
- Society of Hispanic Professional Engineers
- Spanish-Speaking Unity Council
- TELACU
- Tomas Rivera Policy Institute
- United Community Resource
- United Farmworkers of America
- United Latino Fund
- Watts Century Latino Organization
- West San Gabriel Valley Boys & Girls Club

## Media Outlets

- Ahora Now Newspaper
- El Chicano/Inland Empire Community Newspapers
- El Hispano
- El Hispano Semanario
- El Informador
- El Informador del Valle
- El Latino San Diego
- El Mexicano
- El Sol de San Diego
- El Sol del Valle Newspaper
- Enlace
- Hispanos Unidos
- Inland Empire Hispanic News
- KAEH-FM

- KBNT-TV
- KCAL-AM
- KCSO-TV
- KFTV-TV
- KGEN-AM/KGEN-FM
- KGST-AM
- KLVN-FM
- KLOC-AM
- KMMM-FM
- KMPO-FM
- KOOR-AM
- KOQO-FM
- KRRE-FM
- KSQL-FM
- KTTA-FM
- KURS-AM
- KUVS-TV
- KWRU-AM
- KXSB-FM
- KZSA-FM
- La Prensa Hispana
- La Prensa San Diego
- News en Español
- Vida en el Valle
- XEMO-AM
- XHAS-TV

## **Native American**

### **Community Based Organizations**

- Abraham Wilson
- Advocates for American Indian Children, Ruth Abrams, Co-Chair

- Agua Caliente Reservation
- Ahmum Education, Inc.
- Alderpoint Indian Community
- Alturas Rancheria
- Amah Mutsen Band of Ojibwa/Coastal Indians
- American Indian All-Tribes Church
- American Indian Appraisals
- American Indian Art
- American Indian Art and Gift Shop
- American Indian Artifacts
- American Indian Arts
- American Indian Arts and Restoration
- American Indian Baptist Church
- American Indian Bible Church
- American Indian Bible Institute
- American Indian Center Library
- American Indian Center of Central California
- American Indian Changing SPRTS
- American Indian Child Resource Center
- American Indian Church
- American Indian Council of Marin
- American Indian Cultural Education Committee
- American Indian Education
- American Indian Education Center, Bakersfield
- American Indian Education Center, San Jose
- American Indian Film Institutes
- American Indian Healing
- American Indian Health Council
- American Indian Health Project
- American Indian Health Service
- American Indian Lawyer Training
- American Indian Manufacturing

- American Indian Movement of Southern California
- American Indian Museum, Marin
- American Indian Native Health Agency, San Diego
- American Indian Public Charter
- American Indian Research Center
- American Indian Shop
- American Indian Temporary Shelter
- American Indian Trading Company
- American Indian Training Institute
- American Indian Unity Church
- Ancient Aromas
- Antelope Valley Paiute Tribe
- Atahun Shoshones of San Juan Capistrano
- Auburn Rancheria
- Barona Reservation
- Benton Paiute Reservation
- Berry Creek Rancheria
- Big Lagoon Rancheria
- Big Meadows Lodge
- Big Pine General Council
- Big Pine Indian Education Center
- Big Sandy Rancheria
- Big Valley Rancheria
- Bishop Indian Education Center
- Blue Lake Rancheria
- Borrego Springs Bank N.A. (Native American Owned)
- Bow and Arrow Construction
- Bridgeport Indian Colony
- Buena Vista Rancheria
- Butte County Office of Education
- California Indian Manpower Corp.
- Cabazon Band of Mission Indians

- Cahuilla Band of Mission Indians
- California Indian Basketweavers Association
- California Indian Lands Office
- California Indian Lands Office, Southern California Office
- California Indian Legal Services
- California Indian Legal Services, Bishop Office
- California Indian Legal Services, Escondido Office
- California Indian Legal Services, Oakland Office
- California Indian Legal Services, Santa Rosa Office
- California Indian Manpower Consortium, Inc., Eastern Sierra
- California Indian Manpower Consortium, Inc., Escondido
- California Indian Manpower Consortium, Inc., Fresno
- California Indian Manpower Consortium, Inc., Hoopa
- California Indian Manpower Consortium, Inc., Redding Office
- California Indian Manpower Consortium, Inc., Sacramento
- California Indian Manpower Consortium, Inc., San Bernardino
- California Indian Manpower Consortium, Inc., Ukiah
- California Indian Storytelling Association
- California Native American Heritage Commission
- California State Indian Museum
- California State University, Long Beach, American Indian Alumni
- California State University, Long Beach, American Indian Alumni and Friends
- Campo Band of Mission Indians
- Campo Education Center
- Candelaria American Indian, Salinas
- Candelaria American Indian, Ventura
- Capitol Area Indian Resources, Inc.
- Castanoan Indian Research
- Cedarville Rancheria of Northern Paiute Indians
- Center for American Indian
- Center for Indian Community Development
- Chemehuevi Tribal Council

- Chicken Ranch Rancheria
- Chico Rancheria
- Chukchansi Tribe
- Chumash Council of Bakersfield
- Chumash Interpretive Center
- Claveras Band of Me-Wuk
- Coastanoan Rumsen Carmel Tribe
- Colusa Indian Health Community Council
- Colusa Rancheria
- Confederated Tribes of Siletz
- Confederation of Aboriginal
- Consolidated Tribal Health
- Consolidated Tribal Health
- Cortina Indian Rancheria
- Costanoan Ohlone Indian Council
- Costanoan Rumsen Carmel Tribes
- Coyote Valley Rancheria
- Craig Stone, California State University, Long Beach, American Indian Alumni chapter officer
- David Arwood
- Diamond Valley Elementary School
- Dry Creek Rancheria
- Elk Valley Rancheria
- Enterprise Rancheria
- Esselen Nation
- Executive Director, Feather River Indian Health Clinic
- Feather River Enterprise Rancheria
- Feather River Indian Health
- Feather River Tribal Health - Oroville
- Fernando/Tataviam Tribal Government
- Fernando/Tataviam Tribal Government, Lisa Ornelas, Senator, Cultural Affairs
- Fernando/Tataviam Tribal Government, Rudy Ortega, Jr., Vice President



- Field Office Secretary
- First American Indian Church
- Florene Bennett
- Fontana Native American Indian
- Foothill Indian Education Alliance
- Fort Bidwell Reservation
- Fort Independence Reservation
- Fort Mojave Reservation
- Fort Mojave Tribal Council
- Four Winds of Indian Education
- Four Winds Satellite Center
- George Montgomery
- Great American Indian Marketplace
- Greenville Rancheria
- Greenville Rancheria of Maidu Indians
- Greenville Rancheria Tribal Health Program
- Greenville Rancheria Tribal Health Program - Red Bluff
- Grindstone Rancheria
- Guidiville Rancheria
- Happy Camp Health Services
- Hayfork Band of Nor-El Muk Wintu Indians
- Hintil Education Center
- Honeylake Maidu
- Hoopa Valley Indian Housing Authority
- Hoopa Valley Reservation
- Hopland Reservation
- Howonquet Community Association
- ITCC
- ICWA Advocate
- Inaja Cosmit Band of Mission Indians
- Indian Action Council of Northwest California, Inc.
- Indian Canyon Village

- Interim Director
- Inter-Tribal Council of California, Inc.
- Ione Band of Miwok Indians
- Island Gabrielino Group
- Jackson Rancheria
- Jamul Board of Mission Indians
- Kachina-American Indian Gallery
- Karuk Tribe of California
- Karuk Tribe of California Clinic - Yreka
- Kawaiisu Tribe
- Kawia Valley Reservation
- Kern Indian Education Program
- Kern River Paiute Tribe
- Kesner Flores
- K'ima:w Medical Center Clinic
- Klamath Health Center
- Konkow Wailaki Cultural Protective Association
- Konkow Wailaki Cultural Protective Association
- Kumeyaay Resource Consultant
- La Posta Band of Mission Indians
- Lassen Indian Health Center
- Laytonville Rancheria
- Lil Hoagler
- Local Indians for Education
- Lone Pine Indian Education Center
- Lookout Rancheria
- Los Coyotes
- Lower Lake Koi Nation
- Lytton Rancheria
- Mananita Tribal Office
- Manchester-Point Arena Rancheria
- Manzanita General Council, Southern California Agency

- Marjie Pierce, California State University, Long Beach, American Indian Alumni Chapter Officer
- Melochundum Band of Tolowa Indians
- Mesa Grande Reservation
- Middleton Rancheria
- Mishewal-Wappo Tribe of Alexander Valley
- Modoc Indian Health Project, Inc.
- Mooretown Rancheria
- Morongo Band of Mission Indians
- National Indian Justice Center
- Native American Cultural Center
- Native American Indian Cult
- Noi-Muk Band of Nomiaki Indians
- North fork Band of Mono Indians
- Northern California Indian Development Council
- Northern California Tribal Liaison Committee
- Northern Maidu
- Northern Valley Indian Health - Chico
- Northern Valley Indian Health - Willows
- Northern Valley Indian Health, Inc.
- Noyo River Indian Community
- Ohlone Indian Tribe
- Osa Center for Indian Education
- Owl Clan (Chumash)
- Pala Band of Mission Indians
- Parents for the Improvements of Community and Educational Services
- Paskenta Band of Nomlaki Indians
- Pauma Band of Mission Indians, Southern California Agency
- Pecayune Rancheria
- Pechanga Band of Mission Indians
- Phillip Bennett
- Pinoleville Reservation
- Pit River Health Service - Burney

- Pit River Health Services, Inc.
- Pit River Tribe
- Plumas County Indians, Inc.
- Potter Valley Rancheria
- Quartz Valley Indian Community
- Quartz Valley Reservation
- Ramona Band of Cahuilla Indians
- Rangel's American Indian Jewelry
- Redding Rancheria
- Redding Rancheria Indian Health Service
- Redwood Valley Reservation
- Resighini Rancheria
- Resources for Indian Student Education
- Rincon Indian Education Center, Inc.
- Robinson Rancheria
- Rohnerville Rancheria
- Round Valley Rancheria
- Roundhouse Council, Inc.
- Rumsey Rancheria
- SAIIC
- Salinan Nation
- San Diego American Indian Health Center
- San Fernando Mission Indians
- San Pasquel General Council
- Santa Rosa Reservation
- Santa Ynez Band of Mission Indians
- Santa Ysabel Band of Mission Indians
- Satwiwa Native American Indian
- Scotts Valley Band of Pomo Indians
- Scotts Valley Rancheria
- Shasta Nation
- Sherwood Valley Rancheria

- Shingle Springs Rancheria
- Sierra Native American Council
- Smith River Rancheria
- Soboba Band of Pomo Indians
- Sonia Johnston, California State University, Long Beach, American Indian Alumni Chapter Officer
- Southern California Indian Center
- Southern California Indian Center, Inc., Education Component
- Southern California Indian Center, Inc., Education Component, Phillip Hale, JOM Coordinator
- Southern California Indian Center, Inc., Education Component, Teri Zaragoza, Education Program Assistant
- Southern California Indian Center, Inc., Education Component, Vince Whipple, Education Coordinator
- Stewarts Point Rancheria
- Strawberry Valley Native Cultural Protective Association
- Sulphur Bank Rancheria
- Superintendent/Bureau of Indian Affairs-Northern Calif. Area Office
- Susanville Indian Rancheria
- Su-tye Band of Wintun Indians, Inc.
- Sycuan Reservation
- Table Bluff Reservation
- Table Mountain Rancheria
- Tehachapi Indians
- Temple Builders American Indian
- Timbisha Shoshone Tribe
- Todds Valley Miwok-Maidu Cultural
- Torres-Martinez Band of Mission Indians
- Towanits Indian Education Center
- Trinidad Rancheria
- Trinidad Reservation
- Tsnungwe Council
- Tule River Health Center
- Tule River Rancheria

- Tuolumne Mi-Wuk Rancheria
- Tuolumne Rancheria
- Twentynine Palms Band of Mission Indians
- United American Indian Involvement
- United Indian Health Services, Inc.
- United Lumbee Nation of NC & America
- United Maidu Nation
- University of California, Los Angeles, American Indian Studies Center
- Upper Lake Rancheria
- Viejas Indian School, Inc.
- Viejas Reservation
- Wadatkuta Band of Northern Paiute
- Walking Shield American Indian SOC
- Warner Mountain Indian Health Clinic
- Warner Mountain Indian Health Program
- Warner Mountain Indian Health Project
- Washoe/Paiute of Antelope Valley
- Win River Casino
- Winnemucca Indian Colony
- Woodfords Community Council
- Woodfords Indian Education Center
- Yurok Reservation
- Yvonne Christensen

## Miscellaneous Media Outlets

- California Magazine
- Fresno Bee
- Imperial Valley Press
- KCRA-TV
- KFMB-TV
- KFSN ABC-30

- KGPE-TV
- KGTV-10
- KMPH-TV
- KNSD
- KOVR-13
- KSEE-TV
- KXTL-TV
- KXTV-10
- Modesto Bee
- Press Enterprise
- Sacramento Bee
- San Bernardino Sun
- San Diego Union Tribune
- Stockton Record
- XETV

## Caltrans District Efforts

- “It Takes a Region” Smart Growth Conference
- African American Chamber
- Agua Caliente Tribe
- Alternative Transportation and Land Use Committee
- Andrew Antwih Briefing
- Annual Career and Education Conference
- Antelope Valley Regional Planning Advisory Committee
- Arroyo Grande High School
- Association of Monterey Bay Area Governments Board
- Banning Chamber of Commerce
- Baptist Church of Riverside
- Bicycle/Pedestrian Working Group
- Big Pine Rehab Project Open House
- Blind Recreation Center

- Blind Support Services
- Braille Draft CTP Distribution to the Blind
- Bridgeport Regional Planning Advisory Council
- California Transportation Committee
- Caltrans Delegation of Chinese Engineers
- Caltrans North Region Branch Chiefs Meeting
- Caltrans Planning Staff Meeting
- Caltrans Regional CTP Workshop
- Catfish Club
- Cathedral City Chamber
- Cesar Chavez Community
- Chicano Federation
- Chinese Counsels
- College Baptist Church
- Comité de Planificación de Goshen
- Community Planners Chairs
- Contra Costa County Countywide Plan Technical Advisory Committee
- Corona Chamber
- Council of Fresno County Governments Policy Advisory Committee
- Council of Fresno County Governments Transportation Technical Committee
- Council of Fresno County Governments Transportation Technical Committee
- County Libraries
- CTP Imperial Valley Workshop
- CTP Workshop
- Del Norte Local Transportation Commission Technical Advisory Committee
- Diablo View Homeowners Association
- Economic Self Sufficiency Partnership
- El Dorado County Transportation Commission
- Employer's Council of Mendocino
- Encanto Planning Group
- Eureka City Council
- Eureka City Council Formal Presentation



- Eureka City Schools
- Federal Interagency Meeting
- Filipino American Chamber of Commerce
- Glenn County Transportation Commission
- Hispanic Chamber of Commerce
- Humboldt Chamber of Commerce Government Affairs Committee
- Humboldt Council of the Blind
- Humboldt County Association of Governments Social Service Technical Advisory Committee
- Humboldt County Association of Governments Technical Advisory Committee
- Humboldt County Board of Supervisors
- Humboldt County Citizen's Advisory Committee
- Humboldt County Work Investment Group
- Imperial County
- Imperial Valley Association of Governments
- Indio Chamber
- Inyo County Local Transportation Commission
- Jefferson Area Neighborhood Alliance
- Joslyn Senior Center
- Kern County Association of Governments Technical Advisory Committee
- Kwanis
- Lake County/City Area Planning Council Technical Advisory Committee
- LGC 3rd Wednesday Nite Dinner
- Liberia del Pubelo
- Lighthouse for the Blind
- Loma Linda Emergency
- Mammoth Town Council Meeting
- Manzanar, Independence, Black Rock Open House
- MCTC Policy Board
- MCTC Technical Advisory Committee
- Mendocino Council of Governments Technical Advisory Committee
- Mendocino Council of Governments Board Meeting

- Metropolitan Transportation Commission Minority Advisory Committee
- Metropolitan Transportation Commission Planning and Operations Committee
- Mizell Senior Center
- Mono Basin Regional Planning Advisory Council
- Mono County Collaborative Planning Team Meeting
- Mono County Local Transportation Commission
- Mono County Planning Commission
- Morongo Tribe
- National Council of Negro Women
- Native American Advisory Committee Meeting
- Native American Month Cultural Heritage Celebration
- Native American Outreach
- North County Technical Advisory Committee
- Office of Planning and Research Staff Meeting
- Otay Mesa Chamber of Commerce
- Palm Desert Chamber
- Palm Springs
- Placer County Transportation Planning Agency Technical Advisory Committee
- Penchanga
- Regional Caltrans Coordination Committee
- Regional Workshop
- Reservation Transportation Authority
- Resource Conservation and Development Council
- Righetti High School
- Riverside Transit Agency
- RTPA Group
- RTPA/Caltrans Coordinating Committee
- Rural Counties Task Force
- Sacramento Council of Governments Regional Planning Partnership
- Sacramento Transportation Air Quality Collaborative
- San Benito County Governments Tech Advisory

- San Bernardino City Hall
- San Diego Association of Governments Bicycle/Pedestrian Committee
- San Diego Association of Governments Board Meeting
- San Diego Association of Governments RTP
- San Diego Association of Governments Subcommittee for Accessible Transportation
- San Diego Audubon Society
- San Francisco Chinatown Community Development Center
- San Luis Obispo Council of Governments Board
- San Luis Obispo Council of Governments Citizens' Transportation Advisory Committee
- San Luis Obispo Council of Governments Technical Advisory Committee
- San Manuel Tribe
- Santa Cruz County RTA Intergov Tech Advisory
- Santa Barbara County Association of Governments Technical Advisory Committee
- School Districts
- Smart Growth Network and Neighborhoods
- Tahoe Technical Advisory Committee
- Tahoe Transportation District Board Meeting
- Tamejavi Festival
- Temecula Valley Chamber
- Torres-Martinez Tribe
- Transportation Agency for Monterey County Board
- Transportation Agency for Monterey County Technical Advisory Committee
- Tri-Agency Group
- Tri-Valley Regional Planning Advisory Council
- Tulare County Association of Governments Technical Advisory Committee
- University of California, San Diego, Transportation Planning and Policy
- YMCA of Riverside
- Yucca Valley Chamber of Commerce
- Yurok Tribe of Northern California

# ¡Su opinión es importante!

## Participe

California tiene un sistema de transporte seguro y sustentable que es ecológicamente acertado, socialmente equitativo, económicamente viable y se ha desarrollado mediante la colaboración; proporciona movilidad y acceso a personas, bienes, servicios e información mediante una red integrada y multimodal.



Antes de que el borrador del Plan de Transporte para California (CTP por sus siglas en inglés) se apruebe, es importante oír lo que los residentes de California como usted piensan acerca de éste. Le solicitamos que asista a una de las juntas comunitarias que aparecen en la lista ubicada al lado derecho de este volante para obtener más información acerca de CTP y para expresar su opinión. Si desea obtener más información, visite el sitio Web de CTP para descargar el borrador completo del plan, obtener indicaciones de manejo a los talleres públicos, llenar el cuestionario u obtener una dirección de correo electrónico para enviarnos sus comentarios. El sitio Web está en <http://www.dot.ca.gov/hq/tpp>. También puede enviar sus comentarios o preguntas por fax al número (916)653-1447.

Si necesita ayuda especial para asistir al taller, comuníquese con Alberto Esquivel Proctor por lo menos 10 días antes de la junta al (626) 793-9335.

## Orden del día

### I. Puertas Abiertas –

Vea los exhibidores informativos y hable con los especialistas del proyecto (1 hora y media)

### II. Presentación – (30 minutos)

### III. Preguntas y respuestas / encuesta interactiva con el público – (1 hora)

El personal de Caltrans estará disponible durante y después del taller para responder a sus preguntas o hablar acerca de sus dudas. Se servirá un refrigerio.

El orden del día final de los talleres podría variar levemente para responder a las necesidades regionales. Para obtener la información más reciente, llame a la persona designada como contacto.

**El Plan de Transporte de California tendrá una influencia directa en nuestra futura movilidad, economía, medio ambiente y calidad de vida. Venga y exprese su opinión: usted puede ayudar a forjar el futuro.”**

Para aquellas personas que tengan problemas de la vista, este documento se ofrece en Braille, letra más grande, casete o disco de computadora. Para obtener una copia en alguno de estos formatos alternativos, escriba a:

Department of Transportation  
Division of Transportation Planning  
Office of State Planning - MS 32  
P.O. Box 942874  
Sacramento, CA 94274-0001

O llame a  
(916) 653-1637 Voz  
1-800-735-2929 TTY  
711 CRS

## CALIFORNIA TRANSPORTATION PLAN 2025

## Cronograma de talleres públicos

**Los Angeles** – 4 de febrero de 2003, 1 - 4 p.m.  
Ronald Reagan Building  
300 South Spring  
Los Angeles, CA 90013  
Contacto: Rick Holland (213)897-4230

**San Bernardino** – 5 de febrero de 2003, 8:30 - 11:30 a.m.  
San Bernardino City Hall  
300 N. D Street  
San Bernardino, CA 92401  
Contacto: Laura Kahl (909)383-4384

**Fresno** – 13 de febrero de 2003, 8:30 - 11:30 a.m.  
Radisson Hotel  
2233 Ventura Street  
Fresno, CA 93710  
Contacto: James Heinrich (559)445-6027

**Sacramento** – 18 de febrero de 2003, 8:30 - 11:30 a.m.  
Sacramento Convention Center  
1400 J Street  
Sacramento, CA 95814  
Contacto: Jennifer Hayes (916)274-0610

**San Diego** – 21 de febrero de 2003, 8:30 - 11:30 a.m.  
Doubletree Mission Valley  
7450 Hazard Center Drive  
San Diego, CA 92108  
Contacto: Renee Krolkowski (619)688-3295

**\*Garden Grove** – 18 de febrero de 2003, 6 - 7:30 p.m.  
Garden Grove Community Meeting Center  
11300 Stanford Avenue  
Garden Grove, CA 92842  
Contacto Betty Alivio (949) 724-2035

**\*Fullerton** – 20 de febrero de 2003, 6:30 - 8:30 p.m.  
Fullerton Senior Multi-Service Center  
340 West Commonwealth Avenue  
Fullerton, CA 92832  
Contacto: Betty Alivio (949)724-2035

**\*Mission Viejo** – 25 de febrero de 2003, 6:30 - 8:30 p.m.  
Norman P. Murray Community Center  
24932 Veterans Way  
Mission Viejo, CA 92692  
Contacto: Betty Alivio (949)724-2035

*\*Talleres patrocinados por el distrito*

Job #G-1202-4 / 1-03

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Date: Week of February 5 - 11, 2003

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# 加州 2025 年交通計劃 將辦 11 場討論會廣採民意

記者陳家賦洛杉磯報道

加州交通局交通規劃主任史密夫 (Nathan Smith) 四日指出，九一一事件之後，交通保全成為眾所矚目的焦點，而加州在未來二十年的人口將比現時增加一千一百萬人，因此確保交通設施、乘客和進口貨物的安全性，也需要創新的解決方案和額外資源，為此加州交通局提出「加州二〇二五年交通計劃」(CTP)，並舉行十一場討論會採納民意，希望找出未來交通需求及可能的解決方案。

史密夫表示，目前的交通整體規劃，都是在五、六十年代設計的，然而踏入二十一世紀和迎向未來，加州需要為未來的交通規劃設定目標、政策和策略，提供選擇策略的方針，以符合整個加州的交通系統需求。確保加州在全球性的競爭能力、有善的連結交通、改善空氣品質等，都是考慮的重點。

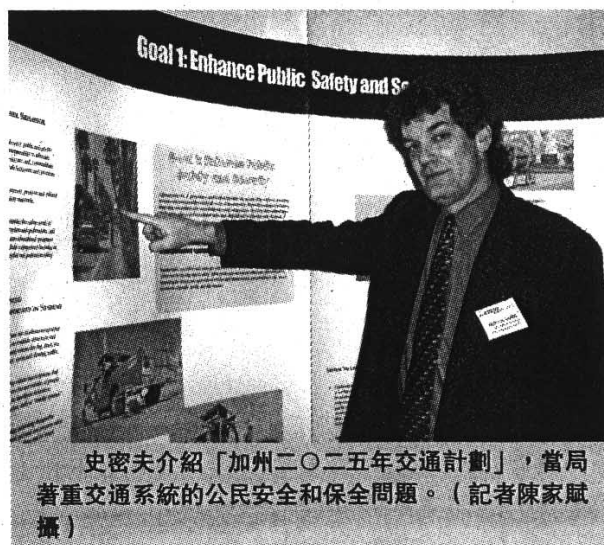
他說，當局對這項交通計劃設下五大目標，第一項就是加強公共安全和保全。他說，自從九一一事件之後，民眾都表現出強烈的缺乏安全感，因此，當局必須繼續評估各種樣式的弱點，並增加系統安全，以確保旅客安全、貨物保

全和加州的經濟繁榮。他補充，改善交通安全包括改進駕駛人的行為、駕照核發的程序、交通工具的設計及操作等。

史密夫說，其他四項目標分別是維護交通系統、改善行動性和可達性、儘量有效使用資源、反映社區和環境價值。他表示，從前的交通計劃提供很少的選擇，可是在邁入新世紀裡，人口增長對自然資源、生活品質、學校和交通基礎建設的需求提高，所以在處理成長問題的交通規劃和解決方案，必須考慮到社區的需要。

加州運輸局第七區總監費霖 (Douglas R. Failing) 表示，雖然目前加州面對財政赤字問題，可是這項交通計劃不會受到影響。他補充，交通計劃是長遠的目標，而財政赤字只是經濟起落的短期現象。

交通局的這項討論會從一月二十八日開始到二月底，在全州各地舉行十一處舉行，在完成巡迴討論活動後，交通局將對此交通計劃進行必要的修改，並於六月三十日送請州長簽字。當局有提供中文版的交通計劃報告，欲索取者可與交通局聯絡，電話 (916) 653-1637，其他相關資料可上網查閱，網址是 [www.dot.ca.gov/hq/tpp/index.htm](http://www.dot.ca.gov/hq/tpp/index.htm)。



史密夫介紹「加州二〇二五年交通計劃」，當局著重交通系統的公民安全和保全問題。(記者陳家賦攝)

**CAPTION:** Smith introduces the California Transportation Plan 2025, which focuses the transportation system's impacts on public safety and environmental preservation.

Publication: Sing Tao Daily  
Date: February 5, 2003  
Page: B2



**CALIFORNIA  
TRANSPORTATION  
PLAN**

**"The California Transportation Plan will  
influence our future mobility, economy, environment, and quality of life.  
Come tell us what you think - you can help shape our future."**

**YOUR OPINION COUNTS!  
LET US KNOW IF WE'VE GOT IT RIGHT!**

**Public Workshop and Open House**

**February 21, 2003**

**8:30 - 11:30 a.m.**

**Doubletree Mission Valley**

**7450 Hazard Center Drive**

**San Diego, CA 92108**

**Contact: Renee Krolkowski, (619) 688-3295 for more information**

**Light refreshments will be served**

**Publication: San Diego Voice and Viewpoint**

**Date: February 13, 2003**

**Page: A-9**



**YOUR OPINION COUNTS!**

**LET US KNOW IF WE'VE GOT IT RIGHT!**

**CALIFORNIA  
TRANSPORTATION  
PLAN**

**"The California Transportation Plan Will  
Influence our future mobility, economy, environment, and quality of life.  
Come tell us what you think - you can help shape our future."**

**Public Workshop and Open House  
February 18, 2003  
8:30 - 11:30am  
Sacramento Convention Center  
1400 J Street  
Sacramento, CA 95814  
Contact Jennifer Hayes (916) 274-0610 for more information.  
Light refreshments will be served.**

Publication: Sacramento Observer  
Date: February 13, 2003  
Page: G-6

02578.02

# **CALIFORNIA TRANSPORTATION PLAN 2025**

## **IMPORTANTE JUNTA COMUNITARIA**

Expresa su opinión antes de que el **Plan 2025** para el Transporte de California sea aprobado. La movilidad futura, la prosperidad económica, la salud ambiental y la calidad de vida dependen del plan de transporte.

Usted y su comunidad se verán afectados, por lo que le recomendamos que actúe ahora.

**Venga a la junta y exprese sus opiniones.**

**Cuándo: 30 de enero de 2003  
de 1 a 4 p.m.**

**Dónde: Comisión Metropolitana  
de Transporte**

(Metropolitan Transportation  
Commission)

101 8<sup>th</sup> Street, cerca de Oak Street  
Oakland, CA 94607

*Serviremos refrigerios.*

Publication: El Bohemio News

Date: March 29 - February 4, 2003

Page: 13

02578.02



**CALIFORNIA  
TRANSPORTATION  
PLAN 2025**

**OUR FUTURE MOBILITY, ECONOMIC  
PROSPERITY, ENVIRONMENTAL HEALTH  
AND QUALITY OF LIFE HINGE ON  
TRANSPORTATION PLANNING**

The California Transportation Plan will influence our future mobility, economy, environment and quality of life. Come to a free public workshop on Friday, February 21 at the Doubletree Hotel San Diego-Mission Valley and share your thoughts about the Plan before it becomes final. Details about the Plan may be accessed via California Department of Transportation's official web site at [www.dot.ca.gov](http://www.dot.ca.gov).

**Publication: California Examiner - San Diego**

**Date: Week of February 14 - 20, 2003**

**Page: 7**

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## Section VII

# Workshop Materials

Printed materials used in the CTP outreach process are described below. Samples of each item follow this section.

- **Workshop invitation:** A two-sided workshop invitation was mailed to over 6,000 California residents to publicize the regional workshops. The invitations contained public workshop dates, times, and locations; contact information for further information; a general explanation of the CTP; a sample workshop agenda; and student artwork from the CTP art contest.
- **CTP brochure with questionnaire:** A 20-page brochure was used to summarize and explain the draft CTP. It mentioned CTP goals, strategies, rural transportation issues, policies, and the upcoming action plan. The brochure included a questionnaire to solicit and capture public opinions about the draft CTP. The questionnaire, which was postage-paid, could be torn out of the brochure and mailed to Caltrans.
- **Comment card:** A two-sided comment card provided the public an avenue to supply input and comments about the future direction of the CTP. The comment cards, which were postage-paid, could be mailed to Caltrans or submitted to project representatives at the workshops.



Appendix A

## Public Comments

# Accessibility

Location	Comment
Eureka	CTP policy should address social service providers.
Eureka	Include California Council of the Blind in transportation policy.
Eureka	Policy support needs to be included in the CTP for support of design standards for blind access to signalized intersections, rail stations, roundabouts, rest areas, and interregional bus connections.
Eureka	Impacted areas of low income high unemployment must have affordable transportation to work, training, job interviews.
Fresno	Provide viable alternatives to improve accessibility rather than ridership.
Fresno	Compare how our connectivity relates to adjacent states.
Fresno	Need connectivity between planning areas and regions.
Mammoth Lakes	Enhancing/improving trans-sierra access/mobility.
Mammoth Lakes	Trans-Sierra access improvements.
Mission Viejo	Interested in connectability.
Oakland	Competition between mobility and accessibility.
Oakland	Walkable neighborhoods with TOD. Improvements.
Sacramento	Accessing demographic composition. Add link to existing system to determine needs.
Sacramento	Connectivity between modes.
Sacramento	Need intermodal access to airport.
Sacramento	Be strategic in locating transit stops.
Sacramento	Define accessibility. Two paradigms—explore what it means to different people with different abilities.
Sacramento	Connectivity—park-and-ride lots; HOV system; more access to express buses.
Sacramento	How will the CTP influence the RTPs?
Sacramento	Need to define accessibility.
San Diego	Provide true transit accessibility.
San Diego	Connectivity of transportation system—improve the transit choice.
San Diego	Improve accessibility to recreation and park facilities—let folks know it is available.
San Diego	Increase safe accessibility to schools—encourage modes other than cars.
San Diego	Free shuttles in combination with park-and-ride.
Santa Cruz	Accessibility needs stress.

Location	Comment
—	Impressed with the CTP and proud to live in a state that includes progressive notions of smart growth and environmental responsibility in such a plan. I assume the CTP is a master plan with details to be addressed later.
—	Rural areas definitely need better public transit; accessible signals need to be used; accessible systems, such as learning about route information (especially on public transit systems), needs more emphasis.
—	Accessibility and choices.
—	Would like to see system optimization as a strategy (i.e., traffic operation strategies such as TOPS) to bring existing system to maximum efficiency in lieu of adding capacity.
—	More specifics need to be addressed. Needs more emphasis on integrated transportation planning, construction and operation by all jurisdictions. More emphasis on funding, pay as you go, self funding. Less dependence on grant freeways and toll roads.
—	Pay the drivers more money. People are rude. Please add another route, and have it go through Nipamo.
—	Market campaign promoting transit and pedestrian safety; safe trans. training for seniors and youth; fee to cars and bikes to fund facilities; eliminate HOV, promote carpool; increase shuttle service to key locations; promote urban village; flexible hours; e-commerce, e-education, e-work.
—	The CTP can be improved by improving transit needs for disabled people and expanding express service between counties.
—	Improve vehicle capacity.
—	Extend the Metro Red Line west along Wilshire Boulevard to Westwood and UCLA. This would significantly increase access to major employment centers in LA!
—	I believe that, without managed growth and a true commitment for the preservation of resources, improvements in mobility and accessibility cannot be achieved.
—	Saw no mention of half-size commuter vehicles, such as the Sparrow and the Tango. Special lanes for these types of vehicles and motorcycles could enhance capacity and safety.
—	The goals and report should focus on improving mobility and accessibility. We should be at the forefront of public transportation and mobility and accessibility. Disappointed that the report does not list this as the highest priority.
—	I would make less freeways, and make more public transportation to cut down on pollution.
—	Coordinated trans. services for seniors; specialized transit speed passes; identify barriers—insurance, risk management, funding. Expand Ridelink program, look at comparative models.
—	Need more coordination with city planning. Need to create housing close to major transportation routes and systems.

Location	Comment
—	Americans with Disabilities Act [ADA] issues are not being addressed.
—	Why is rail not included in the CTP? There should also be a focus on off-road vehicles. There should be less emphasis on the construction of new roads, and more emphasis on maintaining the current roads.
—	Aging population mobility, integrate policies, planning and services between social services and trans. agencies—mobility managers. DMV improve standards and provide alternative trans. services education. Street, facility, and vehicle design. FHWA Guidelines for Older.
—	Improve multimodal ground access to airports and other urban communities. This will reduce congestion and improve traffic mobility in California.
—	Conduct more transit public education via various media outlets. When constructing Navato Narrors, include bicycle/pedestrian restrooms every two miles. Connect highway bus stops with local pedestrian and transit routes.
—	The state should purchase 100,000 bicycles, establish a bike-sharing program, and house the bikes at transit centers for commuter use, like in Amsterdam. Conduct a pilot program in Bay Area. Conduct extensive transit outreach at high schools.
—	Need to establish parking facilities at MTA subway stations, Wilson & Western. Wilshire & Vermont.
—	I am happy that Caltrans has involved community and environmental groups in the planning effort. Community and environmental issues are equally important as a safe/efficient system that reduces traffic congestion.
—	The CTP goal should be to establish fast, easily accessible and reliable public transit.
—	The CTP is very comprehensive, too broad to comprehend. Goal #4 is very important. Should prioritize goals/strategies, they seem to contradict each other. Get more information from general public, not just transportation people.
—	Stop widening roads, which encourages people to drive; improve rail system; and coordinate with other transportation modes. Conduct serious media campaign (TV, paper) to educate public about benefits of multimodes, and reduce auto usage.
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	Does not address needs of the disabled. Set paratransit standards and requirements: evening and weekend, round trip same day service on request, cross jurisdictional lines, rural pickup sites, door to door, vehicle accessibility, smart cards.
—	Provide more information on an intermodal transportation system and also more information on bicycle transportation.

Location	Comment
—	The plan should investigate the use of advanced personal transportation technologies and installing high-speed rail along existing highway infrastructures. Commuters want speed, privacy, convenient access, environmental preservation, and without foreign oil.
—	Promote event in areas where public meetings are held. Don't add additional highway lanes, it increases speed/decreases safety. Integrate bike/walk facilities in all new designs. Emphasize intermodal connectivity to provide safer roads, better air and quality of life.
—	Put public rail lines, as the green line in Los Angeles, along all the basin freeways. Keep all such lines separated from auto, bus, and pedestrian traffic. Run metro lines on Saturdays and Sundays.
—	Make mobility/accessibility goal #1. Give recognition that transit/bike will never meet growth demands. Put primary emphasis on improving and expanding roads. More emphasis on goods movement. Primary strategy to build new highways.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit.
—	Need more minivans. Smaller vans with better fuel systems would let more seniors take a bus rather than drive.
—	Provide a less timid vision of the increasing role public transportation will have to play in areas (LA) where the single-occupancy vehicle model has broken down. Provide a master plan or steps for such a transportation network for California.
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	Implement 511 program for transportation services statewide.

## Choice

Location	Comment
Fresno	Provide shuttles and incentives for riding them.
Fresno	Integrate bike/pedestrians into project designs.
Fresno	Pleased that bikes are seen as transportation—keep stressing that.
Fresno	Emphasize public transit choices through marketing/advertising.
Garden Grove	Attendees were interested in other modes of transportation.
Los Angeles	Good that bikes and pedestrians are mentioned in the plan.
Los Angeles	Incentives to move people from SOV to transit or alternative.

Location	Comment
Los Angeles	What are the future modes? What will their impacts be?
Los Angeles	Better marketing of electric vehicles.
Los Angeles	Encourage students to cycle—safe routes to school.
Mission Viejo	Interested in high-speed train.
Mission Viejo	Interested in other modes of transportation.
Oakland	Need to include high speed rail into the plan.
Oakland	Incentives for low- or zero-emission vehicles.
Redding	Increase ridership on alternative modes.
Redding	Clearer vision as it relates to bicycle/pedestrian mode choices.
Sacramento	Expand bicycle use.
Sacramento	Can the CTP appendix include the recent California Blueprint for Bicycling and Walking? <i>[Answer: Yes, at least a summary.]</i>
Sacramento	Still needs to address high-speed rail more.
San Bernardino	Better service on alternative modes will bring about shift.
San Diego	Need more elderly alternatives and innovations to serve that demographic segment.
San Diego	Encourage carpool/HOV lanes.
San Diego	Include rail integration.
San Diego	They also indicated that the are concerned with the high speed rail concepts will be lost if Caltrans takes over the work from the Commission.
San Francisco	Future developments along the waterways to reduce traffic congestion.
San Luis Obispo	Emphasize transit in the future.
Santa Cruz	Plan still vehicle oriented.
Santa Maria	Emphasize transit options.
Willows	Wanted to know if it includes high-speed rail.
—	Rural areas definitely need better public transit; accessible signals need to be used; accessible systems, such as learning about route information (especially on public transit systems), needs more emphasis.
—	Accessibility and choices.
—	Market campaign promoting transit and pedestrian safety; safe trans. training for seniors and youth; fee to cars and bikes to fund facilities; eliminate HOV, promote carpool; increase shuttle service to key locations; promote urban village; flexible hours; e-commerce, e-education, e-work.
—	Saw no mention of half-size commuter vehicles, such as the Sparrow and the Tango. Special lanes for these types of vehicles and motorcycles could enhance capacity and safety.



Location	Comment
—	Need more coordination with city planning. Need to create housing close to major transportation routes and systems.
—	Improve multimodal ground access to airports and other urban communities. This will reduce congestion and improve traffic mobility in California.
—	Conduct more transit public education via various media outlets. When constructing Navato Narrows, include bicycle/pedestrian restrooms every two miles. Connect highway bus stops with local pedestrian and transit routes.
—	The state should purchase 100,000 bicycles, establish a bike-sharing program, and house the bikes at transit centers for commuter use, like in Amsterdam. Conduct a pilot program in Bay Area. Conduct extensive transit outreach at high schools.
—	I am happy that Caltrans has involved community and environmental groups in the planning effort. Community and environmental issues are equally important as a safe/efficient system that reduces traffic congestion.
—	The CTP Goal should be to establish fast, easily accessible, and reliable public transit.
—	The CTP is very comprehensive, too broad to comprehend. Goal #4 is very important. Should prioritize goals/strategies, they seem to contradict each other. Get more information from general public, not just transportation people.
—	Stop widening roads, which encourages people to drive; improve rail system; and coordinate with other transportation modes. Conduct serious media campaign (TV, paper) to educate public about benefits of multimodes, and reduce auto usage.
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	Does not address needs of the disabled. Set paratransit standards and requirements: evening and weekend, round trip same day service on request, cross jurisdictional lines, rural pickup sites, door to door, vehicle accessibility, smart cards.
—	Provide more information on an intermodal transportation system and also more information on bicycle transportation.
—	Promote event in areas where public meetings are held. Don't add additional highway lanes, it increases speed/decreases safety. Integrate bike/walk facilities in all new designs. Emphasize intermodal connectivity to provide safer roads, better air and quality of life.
—	Put public rail lines, as the green line in Los Angeles, along all the basin freeways. Keep all such lines separated from auto, bus, and pedestrian traffic. Run metro lines on Saturdays and Sundays.

Location	Comment
—	Make mobility/accessibility goal #1. Give recognition that transit/bike will never meet growth demands. Put primary emphasis on improving and expanding roads. More emphasis on goods movement. Primary strategy to build new highways.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit.
—	Need more minivans. Smaller vans with better fuel systems would let more seniors take a bus rather than drive.
—	Provide a less timid vision of the increasing role public transportation will have to play in areas (LA) where the single-occupancy vehicle model has broken down. Provide a master plan or steps for such a transportation network for California.
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	Implement 511 program for transportation services statewide.
—	Flexibility in transportation choices. Land use planning linked with transportation planning.
—	Provide more details on how to achieve it. Enhance the role of bicycles (exponentially!). Provide a framework for Segways or similar technologies.
—	Commuter lanes DO NOT HELP; discriminate against those of us who don't want to travel to/from work with a carload of other people. Open the carpool lanes back up to ALL traffic, aren't enough lanes to accommodate existing traffic.
—	Existing rail lines are in danger of being gobbled up by rich and politically powerful commercial interests. This is happening under the nose of transit planners all over California. Los Angeles has lost the most rail right-of-way over the last 40 years.
—	For each dollar spent on individual transportation (roads, etc.), 50 cents should be required to be spent on mass transportation, commuter trains, express buses.
—	Better and increased public transportation services. Expand the AMTRAK Surfliner between San Diego and San Francisco (via San Luis Obispo, Salinas, and San Jose) and to/from Bakersfield (via Glendale, San Fernando, Newhall, Lancaster, and South Mohave).
—	Transportation has direction linkages to obesity, diabetes, asthma. Obesity-related health costs are nearly \$25 billion. Make pedestrian and bike safety a priority. Promote walkable communities—positive economic and environmental impacts. Cover TDM options.

Location	Comment
—	Plan needs linkage with RTPs; updated fiscal context; financial forecast that is fiscally constrained. Plan should provide an additional funding source for alternative modes; propose steps to reconcile context-sensitive design with safety and liability concerns.
—	Safety of pedestrians; traffic control in neighborhoods; close obsolete roads—convert to better use: pedestrian, bike, habitat, parks; provide wildlife corridors; encourage development of transit systems.
—	BY HAVING MORE LIGHT RAIL CONNECTIONS, WE CAN MOVE MORE PEOPLE, AND REDUCE SMOG AS WELL.
—	Clearer commitment to public transportation, move away from exclusive use of private automobiles. I appreciate the commitment to infill and smart growth. Time to create walkable, connected cities with excellent intermodal transit for all.
—	Enhance and develop a public interconnected transportation system. I would love a transportation system that permits me to travel within no more than 1 hr between Oceanside and the Southbay; I would stop driving to work.
—	Increase alternative transportation means.
—	Increase spending for public transit and create an environment that lessens dependency on private vehicles for personal transport.
—	Lack of clear proposals to help reduce demand/integrate multi-modal choices. No commitment to maintaining and/or expanding park-and-ride lot facilities. No details to integrate transit services with highways.
—	More thought and money to improving public transportation, rather than building or extending highways or trying to squeeze more traffic onto them. Thank you. Sincerely, Jane Margaretten-Ohring.
—	Preservation and choices for transportation.
—	Public transportation is the answer ... intercity high-speed rail, metro rapid transit-bus guideways and metro light rail. Change the proportion of resources going to freeways. Try for a more revolutionary plan and we have a chance.
—	The CTP needs to give priority to rail lines. Traffic is becoming horrendous.
—	Need to improve and maintain non-motorized transportation facilities: Class I and II bicycles, sidewalks or pedestrian trails. Flexible funding to provide for non-motorized facilities.
—	In an effort to reduce congestion, D-7 needs a full-time bicyclist coordinator to address bicycle issues. Should advocate that Governor increase Vehicle Registration fees 1–5% to fund bicycle program issues (lanes, signals, bike parking facilities)
—	Bicyclist and pedestrian issues. Include pedestrian issues in planning.
—	More rail. Increase capacity of major highways. Support rural highways.

Location	Comment
—	Need more off-road bikeways. Need a quiet monorail. We should consider Singapore’s method of using single card for inter-connected modes of transportation.
—	Glad that bicycling is included in the CTP. The third strategy in Policy 5 is incomplete, it should read “Improve and expand roadway, rail, bus, transit, bicycle, and air service infrastructure, reliability, and connectivity.”
—	Improve pedestrian facilities and safety. All trips involve walking at some point—make it safe. Don’t just consider pedestrian safety, improve it. (Goal 1.)
—	Mass transit trolley. Trolleys need to have flexible schedules and travel to as many different locations as possible.
—	Multiple safety concerns should be addressed in the CTP. Try to discourage solo driving as much as possible.
—	CTP should give equal focus to rural issues and address traffic concerns in small communities like Goshen. We have approached Caltrans about the pedestrian freeway overpass, which has not been addressed yet.
—	This plans woefully neglects to address the critical need to invest in more and better transit. The CTP focus appears to be on a collision course of more freeways, waste, and increased pollution. Invest in transit, we need to move more people efficiently.
—	Good presentation, I welcome Caltrans soliciting public comments. The CTP lacks a clear commitment to reducing auto-dependency as in VMT. The CTP appears to support increased transit and roads.
—	Don’t like the plan, the CTP lacks a plan for transit. This plan provides for more cars, resulting in increased congestion.
—	Provide incentives for the public to use public transit. Shasta County has an inefficient system, therefore, it is poorly used. Reallocate funds for proper budgeting, which should increase flexibility and make policy # 6 more effective.
—	The CTP is too encompassing to satisfy everyone, wouldn’t get funds due to general fund tax slashing; rail and mass transit is inefficient use of spending public funds. Rail is too expensive, mass transit too restrictive.
—	Add increasing highway capacity—top priority: efficient and effective use of resources, protect Art XIX resources; maintain 75/25 split; prioritize bus system improvements over rail; develop Action Plan in open manner with key stakeholders.
—	CTP was poorly structured. It lacks public transit education (bus, ridesharing) and lists of public transit resources. The plan fell well below my expectations (largest state) of what Caltrans can produce.
—	HSR [ <i>high-speed rail</i> ] should be a key element of the future transportation network. Add HSR to Goals 1, 3, and 4. Page 32, implement a statewide HSR network that is fully coordinated with other public transportation services. 200 mph. Include pictures of HSR.

Location	Comment
—	Planning and funding needs to prioritize mass transit/bicycle programs. Like goal #3, consider mass transit, bike, and pedestrian as part of transportation system in goal #2. Describe what a vision statement is for general public.
—	Diamond lane carpool needed more often; widen on the freeway to increase the flow of transportation.
—	Make it cheaper for students to ride.
—	More roads for bicycles, more frequent bus stops, more buses, incentives for carpooling, and incentives for bus transportation.
—	Provide safe passage for wildlife to access natural watering points as highways are maintained and/or expanded. Concerned about future bicycle and rail systems.
—	We need to support the trains; lower speed laws. The trucks need to be removed off our highways and the rail system restored. Bring sanity back to our freeways.
—	Analyze existing Caltrans projects. Expanding freeway lanes, even for part time HOV lanes, is contrary to many of the goals stated. Expanding capacity by ITS and other means conflicts with most goals. Paradigm shift needed.
—	More emphasis should be placed on mass transit rather than expanding roadways. Force people out of their cars.
—	Unclear if hybrid vehicles get carpool use. More incentives for hybrid and alternative fuel cars.
—	Increase ridership in local public transit. Redlands Police Department has an excellent senior transit program, expand it. Use Omni Bus for school transport where feasible. Zero duplication of routes.
—	Increase more diamond lanes to encourage carpooling. Don't build diamond lanes, just paint existing lanes. Save money. Increase age for teenagers to get driver's license (more cars off highway).
—	Enhance/rehabilitate the environment. Develop rail corridors and non-car, multiple-use pathways; fund linear parks, bikeways, over-freeway pedestrian pathways, increase public transit funds; increase gas taxes.
—	Far too generic, needs to focus more on reducing auto use beyond local use—trips over 20 miles. Not enough detail about creating non-auto transportation for future.
—	There should be a definitive statement supporting a new high-speed rail initiative. High-speed rail should serve all major population centers in the state.
—	Focus more on rail (high speed and freight) to meet future transportation needs.
—	Clear quantified objectives be established for the goals; e.g., reduce fatalities and injuries by 10% and triple-mode share for bicycling, walking, and transit.

Location	Comment
—	You are already failing in Santa Clarita by not saving the oak tree by dividing the road around it. Failing in the S.F. Valley by doing busway instead of light rail.
—	More emphasis on protecting the environment by providing more compact transportation, less single traffic by car in the mountains/rural areas. Increase/focus on mass transit; bus, train to ski areas, and day trip needs.
—	Identify causes of current chaotic condition. Stop continuation of condition. Take measures to reduce chaos. Adopt a CTP most closely resembling a healthy body circulation system. Primary, secondary, and tertiary system without duplications.
—	Fund trolley service with public taxes, 24-hour-service, underground in city, convert HOV lanes and run express trolley, vending machine for tickets that accepts credit cards, lower fares.
—	The Hydrogen Fuel Initiative is a ploy by the oil lobby to delay increased fuel efficiency standards. Continue to support electric vehicles—they are here now, they work, they are efficient.
—	If what you wanted to portray was a vision, okay. There is not a lot of specificity in the plan. You call it a plan and it is a vision—change the name.
—	Support goals and policies. Manage demand in parks—loving our parks to death; incentives to coordinate transit services; advocate user-based fees value pricing. Add GGNRA and Santa Monica Mountain National Rec. to rural parks list.
—	Advocate valid and realistic alternatives to private auto. New highways should include separated bike pathways. Mass transit must be given more priority to move people quickly to be competitive.
—	We need more railways and trains.
—	Build an effective rail transit system. Do not pursue busways; consider trolleybus lines. Street traffic—synchronize lights, elevate pedestrian crossing, widen streets, eliminate grass. Improve conditions for bike safety. Educate and improve for grade crossings.
—	Devote primary attention to mass transit system, especially in LA and county. Rail transportation needs enhancement and improvement.
—	CTP inadequately addresses bicycle issues. To be a viable alternative means of transport, bikes need access to all roads. Bikes are zero emissions vehicles. Need to work with bike advocacy groups to reflect community values.
—	Bicycle safety and dedicated bike lanes. Problems of traffic around schools. Make pedestrian areas safer. Provide bicycle parking near to public transportation. Discourage car use and lower gas consumption. Oil keeps us on the verge of war.
—	Overall, happy with plan. Notes that it gives Caltrans voice in land use, considers e-business and government impacts. Should note personal health benefits of walking and biking.

Location	Comment
—	Add data on what percentage of trips today are by car, bus, rail. Smart cars omitted. No mention of future systems, just old system. Reduce congestion by better management. Mode shift is dubious. Deregulation to permit entrepreneurship.
—	Goals should support EGPR (AB 857). Should not build any more freeways—they promote sprawl. Support private toll roads, promote transit, include strategies to correct lack of affordable housing, co-location of jobs and houses, link land use and transportation plans.

## Collaboration

Location	Comment
Fresno	Need to educate future users.
Fresno	Define regional authority.
Fresno	Have decision-makers use better analytical tools before they make decisions.
Fresno	Partner with other countries to see how they lower incentives for autos.
Fresno	Educate public on the impact of their decisions.
Fresno	Use better outreach strategies.
Fresno	Allow communities to express their character in the system.
Fresno	Need connectivity between planning areas and regions.
Fresno	Education should be aimed at children.
Fresno	Communication between programs needs to be coordinated.
Fresno	Work with CHP officers to gather information.
Fresno	The plan should contain the state's long-range financial projections to help the regional agencies develop better RTPs and RTIPs.
Fresno	The CTP contains nice policies, but their implementation is not practical given the inconsistency in state policies developed by various state agencies.
Fresno	The tribes were concerned with what was going to happen around their reservations.
Fullerton	Educating the public relative to transportation isues and funding sources.
Fullerton	Making CTP more understandable to the public.
Los Angeles	Research driver behavior of other systems and countries.
Los Angeles	Transportation education for system users.
Los Angeles	Need educational strategies.
Los Angeles	Work with community counsels. Have a well-trained staff working with communities. Be context sensitive.

Location	Comment
Los Angeles	Greater public involvement, education, and enforcement.
Los Angeles	Need ongoing communication with communities.
Los Angeles	Employer subsidized transit; incentives, bicycles, walking, ride-sharing.
Marysville	How does plan relate to other Caltrans plans?
Morro Bay	Low income residents need inclusion in planning, as transportation deeply impacts their lives.
Oakland	Joint development within transportation network. Rail design and developments.
Oakland	State communication about what projects are being worked on—list for each city with contacts, multilingual.
Oakland	Develop a broadcast network with different ethnicities, cultures, etc., to foster dialogue.
Oakland	Caltrans should be integrated with DMV and the state should be involved in transit planning.
Oakland	Consider behavioral adjustments.
Oakland	Education for kids that is fun, interesting and compelling.
Oakland	Consider alternative options such as private partnerships.
Oakland	Education locally—understandable language on planned projects.
Redding	More public input by the system users.
Redding	Broader cross section of people.
Sacramento	Integration with other state plans.
Sacramento	Input throughout planning and implementation.
Sacramento	Business participation leading to better systems and reduced demand.
Sacramento	Educational issues.
Sacramento	Connection to SACOG—regional plans
Sacramento	Address how to develop a constituency.
Sacramento	Education “ROW” courtesy (e.g., blind and elderly)—respect for vehicle code.
Sacramento	Study advanced personal transportation system.
Sacramento	Stronger accountability required to increase early public participation.
Sacramento	Let community know how action plan will be developed.
Sacramento	How do other agencies latch onto CTP concepts to push their own efforts?
Sacramento	How do we get the public to use transit?
Sacramento	Need to coordinate with other statewide plans to ensure consistency.
Sacramento	Still needs to address intergovernmental issues more.
San Bernardino	Public/private collaboration on education—particularly the young.



Location	Comment
San Bernardino	Create multiple methods for communication with communities. Not everyone has access to the web.
San Bernardino	Make our elected officials aware of the CTP—use it for guidance.
San Bernardino	Marketing to make public aware (billboards, transit centers).
San Bernardino	Ongoing media updates and outreach; chamber of commerce, citizen groups, etc.
San Bernardino	Seek to improve the communities.
San Diego	Reference PPIC survey results regarding what Californians want in transportation and urban planning.
San Diego	Need an educational component.
San Diego	Reinstitute school driver's education—focus on courtesy, decisions, participation.
San Diego	Need better dissemination (communication) to all people and ethnic groups.
San Diego	Education and outreach missing.
San Diego	Learn from others.
San Diego	Develop and utilize a collaboration between public/private sectors.
San Luis Obispo	Emphasize coordinative planning with community.
Santa Rosa	Lack of representation of tribal governments on RTPAs (particularly Mendocino COG).
Santa Rosa	Caltrans should motivate reg. agencies to appoint Indian tribe reps.
Santa Rosa	Caltrans is making good faith effort to reach Indian tribes.
Walker	How does this plan affect other state plans?
—	Need more coordination with city planning. Need to create housing close to major transportation routes and systems.
—	Conduct more transit public education via various media outlets. When constructing Navato Narrows, include bicycle/pedestrian restrooms every two miles. Connect highway bus stops with local pedestrian and transit routes.
—	The state should purchase 100,000 bicycles, establish a bike sharing program, and house the bikes at transit centers for commuter use, like in Amsterdam. Conduct a pilot program in Bay Area. Conduct extensive transit outreach at high schools.
—	Stop widening roads, which encourages people to drive, improve rail system, and coordinate with other transportation modes. Conduct serious media campaign (TV, paper) to educate public about benefits of multimodes and reduce auto usage.
—	Provide more information on an intermodal transportation system and also more information on bicycle transportation.

Location	Comment
—	Promote event in areas where public meetings are held. Don't add additional highway lanes, increases speed/decreases safety. Integrate bike/walk facilities in all new designs. Emphasize intermodal connectivity to provide safer roads, better air and quality of life.
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	CTP was poorly structured. It lacks public transit education (bus, ridesharing) and lists of public transit resources. The plan fell well below my expectations (largest state) of what Caltrans can produce.
—	CTP inadequately addresses bicycle issues. To be a viable alternative means of transport, bikes need access to all roads. Bikes are zero emissions vehicles. Need to work with bike advocacy groups to reflect community values.
—	Why is rail not included in the CTP? There should also be a focus on off-road vehicles. There should be less emphasis on the construction of new roads, and more emphasis on maintaining the current roads.
—	Site specific examples...vague document lends itself to less buy-in by constituents. Review effective and inexpensive example: <a href="http://www.sustdev.org/transport/articles/edition3/SDI3-9.pdf">www.sustdev.org/transport/articles/edition3/SDI3-9.pdf</a> <a href="http://solstice.crest.org/sustainable/curitiba/part6.html">http://solstice.crest.org/sustainable/curitiba/part6.html</a>
—	Financing. Equity for rural areas. Mobility and collaboration.
—	Would like to see an information sheet published daily on subjects discussed and for future topics to be brought before the board. Accept ideas from all who may be interested in a specific program.
—	Need collaboration with all levels of government.
—	I'm a member/employee of the Torres Martinez Desert Cahuilla Indian Reservation in Riverside County (D8). The Tribes and their governments are not recognized in the decision making of what projects are funded.
—	Collaboration with Caltrans and BART.
—	Make it more understandable to Joe Public.
—	It does not immediately address demographic needs and differences or affordability.
—	Take out the bureaucratic process in California, which causes months, if not years, to study process and design. Find the need. Fill it now!
—	Improve citizen education about transportation issues, including funding sources.
—	Allow for a short Q & A at each presentation. Improve notification of announcements of workshops. Also, please provide more concrete examples of what strategy represents.
—	I feel that it (CTP) is fine the way it is. Expanding collaboration in transportation is a good idea.

Location	Comment
—	Emphasis on inter-connecting transportation modes, so transfers from one mode to another are seamless.
—	Having a plan is a good first step. There isn't anything in the plan that is controversial, and I would think that most people have no objection and would also agree with the goals.
—	Comply and implement plans that include environmental justice by including public outreach programs.
—	Rural section poorly applies the vision and guiding philosophy. Not just passing through rural areas; rural economies are vital. Stronger support of context-sensitive design and collaboration. Environmental concerns imperative.
—	FHWA—strengthen financial plan for CTP, including resource projection. Update TCRP and Proposition 42 language. Offer guidance to MPOs/RTPAs and other statewide plans SHOPP, ITSP, Rail, CASP, etc. Strengthen goods movement. No TEA -21 regulations forthcoming.
—	Replace “preserve” with “improve” for goal #2; Make rural transportation a goal; goal #4 is the most important. Any plans made now will be outdated in 10 years. Consult with university transportation professors/students and build from their future recommendations.
—	We need more clear information.
—	Provide more information in a timely manner.
—	The CTP is good. States bordering California should implement the same plan to ensure transportation uniformity. FHWA should emphasize transportation plan uniformity amongst all 50 states.
—	More information needed.
—	We need more information in various languages. We need more information like this in Spanish. So many people don't like to read, but if you give them the information in radio and TV in Spanish, people most likely would hear about your information.
—	I would like to get more information.
—	More information on a timely basis is needed.
—	Give us more information on time.
—	More information needed in a timely manner.
—	I need more information.
—	Give us more information on time.
—	I need more explanation about the topic.
—	More information needed.
—	The plan meets our needs. I want more information.
—	More information needed.
—	More connection and information sharing between all the different entities working on these issues.

Location	Comment
—	Allow private/public partnerships in public transportation infrastructure needs; don't cripple mobility by entering into long periods involving non-compete clauses in relation to transportation improvements (e.g., SR 91 Expressway CPTC/DOT agreements).
—	Technology: virtual bus (platooning small vehicles), mobile seats (streamlined motorized bikes); Policy 3: Eliminate roadblocks to car co-ops; encourage innovation via contests; Policy 6: get private sector to partner in innovation contests. Index fuel tax.
—	Expand the public outreach to include businesses, entrepreneurs, residents, chambers of commerce, citizen advisory groups, service clubs, senior citizens, and underrepresented groups.

## Environment

Location	Comment
Fresno	Specify measures that will substantially reduce air pollution within a specific amount of time.
Fresno	More aggressive clean fuel program and facilities.
Fresno	Provide mass transit for the valley to address air quality.
Fresno	The air quality issue is not adequately addressed in the draft.
Los Angeles	Include an air quality element.
Los Angeles	Protecting wildlife habitat and corridors.
Los Angeles	Mitigate development impacts by means other than auto/highway solutions. Streetscape.
Los Angeles	Methanol based fuel for electric transit.
Los Angeles	Mitigating/improving communities that are adversely impacted by highways.
Los Angeles	Recognize historic/scenic significance of communities.
Mammoth Lakes	Enhancing scenic qualities.
Mammoth Lakes	Protecting the scenic quality of the eastern Sierra.
Oakland	Environmental sensitivity may conflict with use of new materials.
Oakland	Include specific environmental goals. (show how will implement in the action plan).
Oakland	Reduce growth in per capita VMT.
Redding	Only effective strategy is environment streamlining.
Sacramento	Alternative fuel infrastructure.
Sacramento	Strategies addressing natural resources.
Sacramento	Recognition of wildlife values. Collection of data regarding interaction of system with wildlife.

Location	Comment
Sacramento	Increase avoidance of impacts on wildlife at earliest point possible.
Sacramento	Consider flexible energy uses.
Sacramento	Need to consider global warming.
Sacramento	Still needs to address joint climate issues more.
San Diego	Goals 4 and 5 do not adequately preserve natural environment. Need more focus on natural environment.
San Diego	Move toward alternative fuel and transportation.
San Diego	More emphasis on environment—wildlife and habitat.
San Diego	Use alternative energy such as solar for transit systems.
San Diego	Use native landscaping.
San Diego	Consider freeways' effect on air quality.
San Diego	Environmental streamlining and stormwater do not mean relaxation, but improvement.
San Diego	There needs to be financial compensation for environment/community impacts.
San Francisco	Eliminate old pollution-producing cars from the circulation.
San Luis Obispo	Put more focus on environmental solutions rather than just acknowledging them.
—	Rural section poorly applies the vision and guiding philosophy. Not just passing through rural areas; rural economies are vital. Stronger support of context-sensitive design and collaboration. Environmental concerns imperative.
—	I am happy that Caltrans has involved community and environmental groups in the planning effort. Community and environmental issues are equally important as a safe/efficient system that reduces traffic congestion.
—	The CTP is very comprehensive, too broad to comprehend. Goal #4 very important. Should prioritize goals/strategies, they seem to contradict each other. Get more information from general public, not just transportation people.
—	Safety of pedestrians; traffic control in neighborhoods; close obsolete roads—convert to better use: pedestrian, bike, habitat, parks; provide wildlife corridors; encourage development of transit systems.
—	Provide safe passage for wildlife to access natural watering points as highways are maintained and/or expanded. Concerned about future bicycle and rail systems.
—	Enhance/rehabilitate the environment. Develop rail corridors and non-car, multiple-use pathways; fund linear parks, bikeways, over-freeway pedestrian pathways; increase public transit funds; increase gas taxes.
—	You are already failing in Santa Clarita by not saving the oak tree by dividing the road around it. Failing in the S.F. Valley by doing busway instead of light rail.

Location	Comment
—	More emphasis on protecting the environment by providing more compact transportation, less single traffic by car in the mountains/rural areas. Increase/focus on mass transit; bus, train to ski areas, and day trip needs.
—	The Hydrogen Fuel Initiative is a ploy by the oil lobby to delay increased fuel efficiency standards. Continue to support electric vehicles—they are here now, they work, they are efficient.
—	Support goals and policies. Manage demand in parks—loving our parks to death; incentives to coordinate transit services; advocate user-based fees value pricing. Add GGNRA and Santa Monica Mountain National Rec. to rural parks list.
—	Impressed with the CTP and proud to live in a state that includes progressive notions of smart growth and environmental responsibility in such a plan. I assume the CTP is a master plan with details to be addressed later.
—	I would make less freeways and make more public transportation to cut down on pollution.
—	The plan should investigate the use of advanced personal transportation technologies and installing high-speed rail along existing highway infrastructures. Commuters want speed, privacy, convenient access, environmental preservation, and without foreign oil.
—	Environment. Preservation of the environment.
—	Climate change—offers Policy 8 to enhance education, planning tools, and performance standards on air quality and climate implications in transportation decisions; reduce greenhouse gasses; provide incentives for smart growth, transit, clean LEV/ZEV, clean freight.
—	Encourage the use of recycled materials in transportation facilities and beyond.
—	Address pollution prevention by making new technologies accessible to rural areas, help maintain clean environments—do not wait for crises.
—	Address pollution prevention by making best available new technologies accessible to rural areas, to help maintain clean environments, not wait for crises.
—	Promote the implementation of higher sales and gas taxes for low-miles-per-gallon vehicles. Do not provide financial resources that promote urban sprawl.
—	Include bicycle funding projects and descriptions of existing bicycle infrastructure to the CTP. Include more specific descriptions of environment alternatives of expanding/maintaining the existing transportation infrastructure.
—	1. Plan should include a long-range financial projection to help the regional agencies. 2. Air quality issues are not adequately addressed in draft. (Comment from Fresno COG TAC meeting 1/8/03.)

Location	Comment
—	Provide improved language on air quality and federal transportation funding.
—	Needs a financial component. Support and strengthen Rideshare Integrate TDM, park and ride, local parallel and alternative routes; alternative road standards to reduce footprint; delete 75/25 language; support local enhancements and context-sensitive design.
—	Incorporate a statewide comprehensive wildlife plan that facilitates avoidance of future and minimize current high-conflict areas. Consider wildlife and habitat impacts in early planning stages. Chg: Maximize Efficiency in the use of resources
—	More focus on environmental solutions rather than just acknowledging them. Also foreign oil dependence.
—	Come up with new, cleaner ways to move vehicles.
—	More help in rural areas.
—	Please continue to address community and environmental issues. It is most important that we protect our environment.
—	CTP fails to emphasize: where are funds coming from? Environmental necessary but doesn't control. It adds cost in terms of lost time in development. Emission standards by EPA/CARB raise cost and cause time delays. Hear from engineers to find middle ground.
—	Either remove reference (bashing) to SUVs or provide statistics of reduced fleet efficiency. Need to discuss diesel emissions impacts—PM and global warming—worse than gas engines.
—	CTP rather general. Concepts good. Want to review action plan for impacts on state park system and all public lands and facilities.
—	Submitted 8th Policy on behalf of the Joint Agency Climate Team, and specific edits to the draft CTP. Policy document includes graphs on fuel consumption and emissions from fossil fuels.
—	Air quality—mitigate impacts of construction equipment. Proactive procurement of clean equipment to mitigate, limit diesel engine idling (local ordinances). Safety—truck related congestion and safety impacts.

## Equity

Location	Comment
Eureka	Impacted areas of low income, high unemployment must have affordable transportation to work, training, job interviews.
Eureka	Include California Council of the Blind in transportation policy.
Eureka	Policy support needs to be included in the CTP for support of design standards for blind access to signalized intersections, rail stations, roundabouts, rest areas, and interregional bus connections.
Fresno	More focus on rural needs.

Location	Comment
Fresno	More focus on disabilities.
Fresno	More emphasis on funding for secondary road preservation.
Fresno	Provide information in various accessible formats, languages.
Fresno	Consider different dialect and literacy issues.
Fresno	A few members expressed concern that the draft Plan was developed without receiving input from low-income and minority neighborhood groups like theirs.
Los Angeles	Address aging of society.
Morro Bay	Low-income residents need inclusion in planning, as transportation deeply impacts their lives.
Oakland	Develop a broadcast network with different ethnicities, cultures, etc., to foster dialog.
Redding	Awareness that values and needs vary by location/region.
Sacramento	Recognize architectural barrier to disabled. Need more specificity in dealing with pedestrian facilities for the disabled.
Sacramento	Need better coverage of changing demographics and implications.
Sacramento	Congestion and social equity.
Sacramento	Discriminatory issues in subsidizing low and zero emission vehicles.
Sacramento	Education “ROW” courtesy (e.g., blind and elderly)—respect for vehicle code.
Sacramento	Older and younger drivers. Consider and address specific issues.
San Bernardino	Services to underrepresented. How to address equity in unmet needs for transit.
San Diego	Goals do not adequately provide for pedestrians.
San Diego	Need more elderly alternatives and innovations to serve that demographic segment.
San Diego	Need representation/participation by low-income, seniors, etc.
San Diego	Need better dissemination (communication) to all people and ethnic groups.
San Diego	Rural California needs to be listened to.
San Luis Obispo	Make transit free.
Santa Rosa	Lack of representation of tribal governments on RTPAs (particularly Mendocino COG).
—	Stop widening roads, which encourages people to drive, improve rail system, and coordinate with other transportation modes. Conduct serious media campaign (TV, paper) to educate public about benefits of multimodes and reduce auto usage.
—	Promote event in areas where public meetings are held. Don’t add additional hwy lanes, increases speed/decreases safety. Integrate bike/walk facilities in all new designs. Emphasize intermodal connectivity to provide safer roads, better air and quality of life.



Location	Comment
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	Make it more understandable to Joe Public.
—	It does not immediately address demographic needs and differences or affordability.
—	Improve citizen education about transportation issues, including funding sources.
—	Comply and implement plans that include environmental justice by including public outreach programs.
—	More information needed.
—	We need more information in various languages. We need more information like this in Spanish. So many people don't like to read but if you give them the information in radio and TV in Spanish, people most likely would hear about your information.
—	I would like to get more information.
—	More information on a timely basis is needed.
—	Give us more information on time.
—	More information needed on a timely manner.
—	Give us more information on time.
—	I need more explanation about the topic.
—	More information needed.
—	The plan meets our needs. I want more information.
—	More information needed.
—	Expand the public outreach to include businesses, entrepreneurs, residents, chambers of commerce, citizen advisory groups, service clubs, senior citizens, and underrepresented groups.
—	Does not address needs of the disabled. Set paratransit standards and requirements: evening and weekend, round-trip same-day service on request, cross jurisdictional lines, rural pickup sites, door to door, vehicle accessibility, smart cards.
—	Need more minivans. Smaller vans with better fuel systems would let more seniors take a bus rather than drive.
—	More rail. Increase capacity of major highways. Support rural highways.
—	Multiple safety concerns should be addressed in the CTP. Try to discourage solo: driving as much as possible.
—	CTP should give equal focus to rural issues and address traffic concerns in small communities like Goshen. We have approached Caltrans about the pedestrian freeway overpass, which has not been addressed yet.

Location	Comment
—	Increase ridership in local public transit. Redlands Police Department has an excellent senior transit program, expand it. Use Omni Bus for school transport where feasible. Zero duplication of routes.
—	The CTP can be improved by improving transit needs for disabled people and expanding express service between counties.
—	Coordinated trans. services for seniors. Specialized transit speed passes. Identify barriers—insurance, risk management, funding. Expand Ridelink program, look at comparative models.
—	ADA issues are not being addressed.
—	Aging population mobility, integrate policies, planning and services between social services and trans. agencies—mobility managers. DMV improve standards and provide alternative trans. services education. Street, facility, and vehicle design. FHWA Guidelines for Older.
—	Allocate all transportation monies as follows: 95–97%: the freeway and expressway system; 2–3%: buses; 1–2%: light rail in San Francisco, monorails elsewhere.
—	Social and political equity throughout the state.
—	Equity. Political commentary.
—	Provide funding for private sector projects that benefit public; maintaining transit system before expanding system; funding to preserve ports and airports; freight rail fuel efficient; mandate goods movement funding; economic cost benefit criteria.
—	Reduce funding to transit/rail projects. Too much money for too little of a return. Plan doesn't really address the crumbling infrastructure that was built forty and fifty years ago. Need more money into maintaining what we have.
—	Door-to-door transit for disabled. Need more re: ADA access to trolleys and buses for folks with guide dogs. Need HSR. More cost data—road/freeway versus transit, bike, walk facilities and services.
—	Put disabled in leadership roles and salaries. Any effort to regionalize transit (public) is a serious mistake and damaging to the disabled and seniors.

## Financing

Location	Comment
Bishop	Is there going to be a change in the allocation of transportation funds to rural RTPAs?
Buellton	Funding for local roadways needs addressing.
Eureka	CTP policy should support maintenance and funding flexibility for rural transportation.
Eureka	Transportation policy should support increased transit funding for rural, isolated regions.

Location	Comment
Eureka	CTP policy should address transportation funding needs.
Fresno	More support for car and vanpools,
Fresno	Include all costs—direct and indirect, societal, systematic approach
Fresno	Need more money.
Fresno	Need to focus the investment section-it is too broad and could justify any project.
Fresno	Recognize current financial situation and the need for reliable funding.
Fresno	More emphasis on funding for secondary road preservation.
Fresno	Look for more highway money.
Fresno	Address more effective use of money.
Fresno	Consider sales tax threshold.
Fresno	Address cost efficiency of transportation.
Fresno	Aim to avoid ambulance services/fees.
Fresno	Leave funds on projects once they are programmed.
Fresno	Make it easier to provide funding through local voting.
Fresno	The plan should contain the state's long-range financial projections to help the regional agencies develop better RTPs and RTIPs.
Garden Grove	Attendees were interested in funding.
Los Angeles	Describe benefits for money invested.
Los Angeles	Utilize transit funds more. Discuss user fees.
Los Angeles	Need creative financing options for projects.
Los Angeles	Reliance on auto generated \$\$—How about other modes?
Los Angeles	Demand pricing.
Mammoth Lakes	Allowing more flexibility with rural RTPA funding mechanisms.
Mammoth Lakes	Adequate and more flexible funding.
Marysville	How do budget problems affect plan?
Mission Viejo	Interested in funding.
Modesto	Eliminate 75/25 STIP discussion.
Modesto	Want long-range financial projection.
Oakland	Advocate flexible use of state and federal money. Encourage private financing, too.
Oakland	Need clear guidelines for investments.
Oakland	Funding statements should be stronger-in terms of flexibility (modes other than highway).
Oakland	Skeptical that vision doesn't seem to reflect fiscal reality.
Oakland	Need to consider housing and housing prices.

Location	Comment
Oakland	Guidelines and direction for investment decisions (50/50). How do we even out the economic cycles?
Oakland	Flexible funding hampered by ART XIX.
Oakland	Include cost effectiveness of projects.
Oakland	TEA REAUTN—Annual fiscal report card—published in papers.
Redding	Re-evaluate funding criteria for rural areas.
Redding	More money and flexibility.
Redding	Funding needs and roadways in rural California.
Redding	Create funding formulas.
Redding	Emphasize need for more funding.
Sacramento	Need more discussion of funding. Describe needs and don't be constrained by funding.
Sacramento	It's time to look for funding from bonds.
Sacramento	No coverage on how decisions—trade offs are made.
Sacramento	Regional vs. statewide systems and funding.
Sacramento	Mass transit needs reliable/adequate funding source.
Sacramento	Look into new funding sources.
Sacramento	User fees and universal credit card for transportation.
Sacramento	Address barriers to leveraging funding in coordinating transit services.
Sacramento	Funding for general aviation airports.
Sacramento	Graphic—disconnect with reality.
Sacramento	Transit system should be self supporting.
Sacramento	Funds to preserve airports.
Sacramento	Appropriate use of pricing strategies.
Sacramento	States priorities for funding projects.
Sacramento	Delete reference to 75/25 STIP split.
Sacramento	Still needs to address financing the plan more.
Sacramento	The document is not financially constrained.
Sacramento	They want the long-range financial projection.
Sacramento	We need a long-range financial forecast.
San Bernardino	Need education on how financing systems work.
San Bernardino	Focus money on greatest needs.
San Bernardino	Concern regarding expense of connectivity.
San Diego	Funding should be split between two issues—transit/roads.
San Diego	Use index funds for pricing. Protect transportation funds.
San Diego	Need better investments in mass transit.

Location	Comment
San Diego	Do not take gas revenue and give it to transit.
San Diego	Broaden the view for investment decisions.
San Diego	Transit system should not be maintained and operated from gas tax revenue.
San Diego	Dedicate fund source for transit and increase congestion pricing.
San Diego	Continue community grant program. Localized increase in gas tax to fund transit.
San Diego	Aim for balanced funding.
San Diego	Remove barriers to private/entrepreneurial investments.
San Diego	Get business community involved.
San Diego	When money runs out will alternative modes lose?
San Diego	Prioritize funding.
San Diego	There need to be financial compensation for environment/community impacts.
San Diego	Credible financing plan needed.
San Luis Obispo	Make transit free.
San Luis Obispo	Financial goals need inclusion.
Santa Cruz	Maintenance for existing roadways needs funding.
Santa Cruz	Financial plan needed, with 20 year projections by region.
Willows	Asked how the CTP is tied to funding.
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	Improve citizen education about transportation issues, including funding sources.
—	Allocate all transportation monies as follows: 95–97%: the freeway and expressway system; 2–3%: buses; 1–2%: light rail in San Francisco, monorails elsewhere.
—	Reduce funding to transit/rail projects. Too much money for too little of a return. Plan doesn't really address the crumbling infrastructure that was built forty and fifty years ago. Need more money into maintaining what we have.
—	The CTP is very comprehensive, too broad to comprehend. Goal #4 very important. Should prioritize goals/strategies, they seem to contradict each other. Get more information from general public, not just transportation people.
—	Enhance/rehabilitate the environment. Develop rail corridors and non-car, multiple-use pathways; fund linear parks, bikeways, over-freeway pedestrian pathways, increase public transit funds; increase gas taxes.

Location	Comment
—	Promote the implementation of higher sales and gas taxes for low-miles-per-gallon vehicles. Do not provide financial resources that promote urban sprawl.
—	Include bicycle funding projects and descriptions of existing bicycle infrastructure to the CTP. Include more specific descriptions of environment alternatives of expanding/maintaining the existing transportation infrastructure.
—	1. Plan should include a long-range financial projection to help the regional agencies. 2. Air quality issues are not adequately addressed in draft. (Comment from Fresno COG TAC meeting 1/8/03.)
—	Provided improved language on air quality and federal transportation funding.
—	Needs a financial component. Support and strengthen Rideshare Integrate TDM, park and ride, local parallel and alternative routes; alternative road standards to reduce footprint; delete 75/25 language; support local enhancements and context-sensitive design.
—	CTP fails to emphasize: where are funds coming from? Environmental necessary but doesn't control. It adds cost in terms of lost time in development. Emission standards by EPA/CARB raise cost and cause time delays. Hear from engineers to find middle ground.
—	FHWA—strengthen financial plan for CTP, including resource projection. Update TCRP and Proposition 42 language. Offer guidance to MPOs/RTPAs and other statewide plans SHOPP, ITSP, Rail, CASP, etc. Strengthen goods movement. No TEA -21 regulations forthcoming.
—	Technology: virtual bus (platooning small vehicles), mobile seats (streamlined motorized bikes); Policy 3: Eliminate roadblocks to car co-ops; encourage innovation via contests; Policy 6: get private sector to partner in innovation contests. Index fuel tax.
—	Market campaign promoting transit and pedestrian safety; safe trans. training for seniors and youth; fee to cars and bikes to fund facilities; eliminate HOV, promote carpool; increase shuttle service to key locations; promote urban village; flexible hours; e-commerce, e-education, e-work.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit.
—	For each dollar spent on individual transportation (roads, etc.), 50 cents should be required to be spent in mass transportation, commuter trains, express buses.
—	Plan needs linkage with RTPs; updated fiscal context; financial forecast that is fiscally constrained. Plan should provide an additional funding source for alternative modes; propose steps to reconcile context-sensitive design with safety and liability concerns.

Location	Comment
—	Need to improve and maintain non-motorized transportation facilities—Class I and II bicycles, sidewalks or pedestrian trails. Flexible funding to provide for non-motorized facilities.
—	In an effort to reduce congestion, D-7 needs a full-time bicyclist coordinator to address bicycle issues. Should advocate that Governor increase Vehicle Registration fees 1–5% to fund bicycle program issues (lanes, signals, bike parking facilities)
—	Provide incentives for the public to use public transit. Shasta County has an inefficient system, therefore, it is poorly used. Reallocate funds for proper budgeting, which should increase flexibility and make policy # 6 more effective.
—	The CTP is too encompassing to satisfy everyone, wouldn't get funds due to general fund tax slashing; rail and mass transit is inefficient use of spending public funds. Rail is too expensive, mass transit too restrictive.
—	Add increasing highway capacity—top priority: efficient and effective use of resources, protect Art XIX resources; maintain 75/25 split; prioritize bus system improvements over rail; develop Action Plan in open manner with key stakeholders.
—	Planning and funding needs to prioritize mass transit/bicycle programs. Like goal #3; consider mass transit, bike, and pedestrian as part of transportation system in goal #2. Describe what a vision statement is for general public.
—	Make it cheaper for students to ride.
—	Increase more diamond lanes to encourage carpooling. Don't build diamond lanes, just paint existing lanes. Save money. Increase age for teenagers to get driver's license (more cars off highway).
—	More specifics need to be addressed. Needs more emphasis on integrated transportation planning, construction and operation by all jurisdictions. More emphasis on funding, pay as you go, self funding. Less dependence on grant freeways and toll roads.
—	Pay the drivers more money. People are rude. Please add another route, and have it go through Nipamo.
—	Generally, the Plan is good. The discussions about financing should be increased. The emphasis on user fees and gas taxes and privately funded roads should be increased.
—	More funding options.
—	Dump the 52 pages and start with the 7 policies. Tell us how you would finance and implement each one. Before starting new projects, finish the ones already begun, such as Highway 52 in San Diego County.
—	Need better, clearer, and more thoughtful signage, especially on HOV lanes. Car buyers pay sales tax that should go to build roads, and only roads.

Location	Comment
—	No widening of roads and freeways. Doing this negatively impacts 4 out of 5 of your goals. Break the chicken or egg debate on growth versus transportation. Make it hard to move to the suburbs, make people who live there pay for their share of transportation costs (taxes).
—	Develop alternate routes to rural city main streets, especially trucking—preserve main street character. Enhance rural economic vitality. Provide for safety of seniors with diminished faculties. Safety funding for rural communities.
—	Financial concerns for the transportation system.
—	Financial, financial, financial!!!
—	Land use concerns. Financial concerns.
—	Significantly increase gas taxes and sales tax to accelerate funding of rail transit, including light and heavy urban rail, as well as high-speed interurban rail and commuter rail.
—	Spend limited funds on transportation people want—freeways. Repair, widen, enlarge, build more freeways. Enforce existing laws to promote safety and reduce traffic jams.
—	Identify the problem, prioritize the problem, then fix the problem. Recognize regional differences. Need financing plan and constrained model. Financing strategies: toll roads, privatization, streamlining.
—	Increase fees and taxes to cover all costs to various modes of transportation. Also include a fee for collective insurance on all vehicle drivers, for at least liability.
—	Technology funding deployment, management, and operation; TDM and value pricing. Stronger TOD statement and state role in barrier reduction. Recognize MPOs that do link land and trans. Financing: indexing, tax gasohol, interest to trans. fund.
—	There needs to be more flexibility in funding.
—	The plan needs to address funding concepts more. And answer the question: why do transportation projects cost so much?
—	Add: financial analysis and needs assessment; goods movement issues, improvements and impacts; action plan: importance of transportation concept reports—update TCRP reference—link CTP goals with Caltrans goals.
—	Doesn't address economic vitality, goods movement, forecast revenues and shortfalls, funding priorities, resources for preservation and transit, different regional needs. NEEDS ACTION Plan; DROP 75/25 split wording, update TCRP.
—	Make it free!
—	The plan is well written, but too vague and far reaching. It fails to accept reality. California is broke. We all must make sacrifices. Mobility will suffer. Too bad.
—	Too broad; not prioritized. Don't spend so much \$ on it. Focus on content, not full color flashy materials!



Location	Comment
—	Refocus plan to promote business and growth to support the tax structure needed to support the state.
—	Set priorities and sequence. Price major increments of effort.
—	There is not enough focus on rail transportation improvements that are necessary to remove and reduce congestion that hurts economic development.
—	I would pass legislation to protect and make certain that the state cannot divert/steal, use state gas taxes and state sales taxes on gasoline for uses other than for transportation. Also make certain current diverted funds are paid back and returned ASAP.
—	Put more of our \$ in hard assets like road.
—	Stress urgency or measures and stress viable means of paying for them.
—	Plan too general; needs qualitative and quantitative performance measures and cost/benefit analysis.
—	Discuss current financial crisis and impacts on transportation. Alameda Corridor language—goods movement. Passenger rail service language.
—	Add innovative strategies—virtual bus, mobile seats, car cooperatives, using contests to spur development of new technologies, mobile energy generation, vertical living, and increased current fuel tax and auto. Adjust for inflation.
—	No, you didn't get it. This would be a great opportunity to explicitly call for pricing in the forms of congestion pricing, pay at the pump, insurance, emissions pricing, etc.

## Goods Movement

Location	Comment
Bridgeport	Lots of questions about what is happening in the state as far as goods movement route emphasis.
Crescent City	CTP policy should support goods movement in rural areas of California to support local economies.
Eureka	CTP policy should support goods movement in rural areas.
Eureka	CTP policy should support goods movement in rural California.
Mammoth Lakes	Concerns over hazardous material movement.
Oakland	Need to address moving goods.
Oakland	Trucking industry representatives need to be included in the CTP effort. Trucks create geometric load problems on city and county streets, causing pedestrian safety problems. It is becoming evident that geometric limitations exist on roadways.
Redding	Why isn't rail included?
Sacramento	Need recognition of goods movement growth. Add strategies to address that.

Location	Comment
Sacramento	Political issues in ignoring good movement
Sacramento	Trade offs in transportation decisions, including goods movement.
Sacramento	CTP needs to focus a lot more on goods movement.
San Diego	Balance safety with need to move goods.
San Francisco	Improve truck flow on highways.
San Luis Obispo	Rail freight needs stress.
—	Enhance/rehabilitate the environment. Develop rail corridors and non-car, multiple-use pathways; fund linear parks, bikeways, over-freeway pedestrian pathways, increase public transit funds; increase gas taxes.
—	FHWA—strengthen financial plan for CTP, including resource projection. Update TCRP and Proposition 42 language. Offer guidance to MPOs/RTPAs and other statewide plans SHOPP, ITSP, Rail, CASP, etc. Strengthen goods movement. No TEA -21 regulations forthcoming.
—	Add: financial analysis and needs assessment; goods movement issues, improvements and impacts; action plan: importance of transportation concept reports—update TCRP reference—link CTP goals with Caltrans goals.
—	Doesn't address economic vitality, goods movement, forecast revenues and shortfalls, funding priorities, resources for preservation and transit, different regional needs. NEEDS ACTION Plan; DROP 75/25 split wording, update TCRP.
—	There is not enough focus on rail transportation improvements that are necessary to remove and reduce congestion that hurts economic development.
—	Discuss current financial crisis and impacts on transportation. Alameda Corridor language—goods movement. Passenger rail service language.
—	Why is rail not included in the CTP? There should also be a focus on off-road vehicles. There should be less emphasis on the construction of new roads, and more emphasis on maintaining the current roads.
—	Financing. Equity for rural areas. Mobility and collaboration.
—	Make mobility/accessibility goal #1. Give recognition that transit/bike will never meet growth demands. Put primary emphasis on improving and expanding roads. More emphasis on goods movement. Primary strategy to build new highways.
—	We need to support the trains; lower speed laws. The trucks need to be removed off our highways and the rail system restored. Bring sanity back to our freeways.
—	Goods movement. Mobility is also a concern.
—	Improve and upgrade rail travel for trips of 500 miles or less.
—	CTP should emphasize rail, more efficient to move people and goods. Don't increase building roads until existing roads are restored to safe conditions.

Location	Comment
—	Don't know how to improve the CTP. I live in a town that does not need transportation, fixed small town, just make trucks safer.

## Land Use

Location	Comment
Fresno	Realize and give consideration to the connection between land use and air quality.
Fresno	Emphasize transportation/land use connection.
Fresno	Integrate bike/pedestrians into project designs.
Los Angeles	Continued sprawl but no solution.
Mammoth Lakes	Preserving the rural way of life.
Oakland	Address land use and recognize the failure of suburban model.
Oakland	Need strong guidelines to integrate land use and transportation.
Oakland	Mute on land use.
Redding	Using land use to effect mobility is inefficient.
Sacramento	Promote job/housing balance.
Sacramento	Add better land use link and legislative needs.
Sacramento	Land use and parking standards.
San Bernardino	Job/housing balance.
San Diego	Sprawl-increased driving—need better land use; trans. System.
San Luis Obispo	Attention to land use/transportation issues.
San Luis Obispo	Land use/transportation issues difficult to control.
San Luis Obispo	Many strategies rely on land use, not controllable by Caltrans.
Santa Cruz	Fiscalization reform needed for addressing jobs/housing balance, other land use issues.
—	Market campaign promoting transit and pedestrian safety; safe trans. training for seniors and youth; fee to cars and bikes to fund facilities; eliminate HOV, promote carpool; increase shuttle service to key locations; promote urban village; flexible hours; e-commerce, e-education, e-work.
—	No widening of roads and freeways. Doing this negatively impacts 4 out of 5 of your goals. Break the chicken or egg debate on growth versus transportation. Make it hard to move to the suburbs, make people who live there pay for their share of transportation costs (taxes).
—	Land use concerns. Financial concerns.

Location	Comment
—	Technology funding deployment, management and operation; TDM and value pricing. Stronger TOD statement and state role in barrier reduction. Recognize MPOs that do link land and transportation. Financing: indexing, tax gasohol, interest to trans. fund.
—	The plan should investigate the use of advanced personal transportation technologies, and installing high-speed rail along existing highway infrastructures. Commuters want speed, privacy, convenient access, environmental preservation, and without foreign oil.
—	Climate change—offers Policy 8 to enhance education, planning tools, and performance standards on air quality and climate implications in transportation decisions; reduce greenhouse gasses; provide incentives for smart growth, transit, clean LEV/ZEV, clean freight.
—	Need more coordination with city planning. Need to create housing close to major transportation routes and systems.
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	Flexibility in transportation choices. Land use planning linked with transportation planning.
—	Glad that bicycling is included in the CTP. The third strategy in Policy 5 is incomplete, it should read, “Improve and expand roadway, rail, bus, transit, bicycle, and air service infrastructure, reliability, and connectivity.”
—	Good presentation; I welcome Caltrans soliciting public comments. The CTP lacks a clear commitment to reducing auto-dependency as in VMT. The CTP appears to support increased transit and roads.
—	Overall happy with plan. Notes that it gives Caltrans voice in land use, considers e-business and government impacts. Should note personal health benefits of walking and biking.
—	Goals should support EGPR (AB 857). Should not build any more freeways—they promote sprawl. Support private toll roads, promote transit, include strategies to correct lack of affordable housing, co-location of jobs and houses, link land use and trans. plans.
—	Mix land use planning with transportation planning.
—	Residential gridlock created by poor transportation planning/land use decisions. Make developers pay to mitigate impacts.
—	Goals of the CTP with the strategies are great milestones. Efficient Use of Resources appears to be no true incentive to having fueling facilities built. Combine land development and promotion of fueling facilities may be the answer.
—	Route 76 in San Diego County is the focus of this comment. A 2-lane rural road that is impacted by rampant growth, 2 casinos, increased truck traffic. Want to limit truck traffic and widen the road and enforce Convoy Law.

Location	Comment
—	Require developers to mitigate impacts of new housing developments by improving and providing additional capacity on freeways and local streets; push for alternatives energy sources/fuels to power cars and other equipment.

## Mobility

Location	Comment
Fresno	More public transportation throughout the state.
Fresno	Need to define mobility.
Fresno	Disagree with increasing capacity on freeways.
Fresno	Integrate bike/pedestrians into project designs.
Fullerton	Expansion of Amtrak service.
Fullerton	HOV.
Garden Grove	Attendees were interested in congestion.
Los Angeles	More focus on bike connectivity to other modes. Capture data of pedestrian and bikes around transit modes.
Los Angeles	Wherever there are pedestrians, add bikes. Add more capacity roads and transit.
Los Angeles	How will modes be integrated?
Los Angeles	Roundabouts—engineering to increase capacity/utilization.
Mammoth Lakes	Enhancing/improving trans-Sierra access/mobility.
Mission Viejo	Interested in how to increase mobility.
Oakland	Competition between mobility and accessibility.
Oakland	Reducing congestion is unrealistic. There will be a growth in congestion.
Oakland	Add use of abandoned rail right of ways.
Oakland	Innovation needed to reach conflicting goals of safety/security and mobility.
Oakland	Need a separate goal for mobility impaired.
Oakland	Increase capacity for <u>all</u> modes is contradictory.
Oakland	HSR discussion
Oakland	Nothing about people and their needs.
Oakland	Increased lane miles leads to induced demand.
Oakland	Look at efficiency of mobility across modes. Need a discussion/strategy on demand management. Suggest performance measure—increase mode share.
Redding	Third lane on Highway 5.

Location	Comment
Redding	Close collaboration with DMV. Driving testing.
Redding	Maximize effective use of resources.
Sacramento	Consider nonwork trips.
Sacramento	How efficient is mass transit.
Sacramento	Need general aviation airports. Reuse of air bases, business use/jets.
Sacramento	Address highway capacity needs.
Sacramento	Mass transit needs more emphasis—statewide system.
Sacramento	Door to door services in rural areas to ensure independence.
Sacramento	Path of travel issues and technologies should be identified.
Sacramento	Multi-modal transfer points between modes.
San Diego	Street designs are based on moving cars fast—not people. Balance that.
San Diego	Eliminate HOV lanes.
San Diego	Need more elderly alternatives and innovations to serve that demographic segment.
San Diego	Re-evaluate the value of higher speed limits.
San Diego	Need dedicated bike lanes.
San Francisco	Future developments along the waterways to reduce traffic congestion.
San Francisco	Improve truck flow on highways.
San Francisco	More transit on weekends.
San Luis Obispo	Demographics indicate crisis in congestion, yet plan does not sound alarm.
—	No widening of roads and freeways. Doing this negatively impacts 4 out of 5 of your goals. Break the chicken or egg debate on growth versus transportation. Make it hard to move to the suburbs, make people who live there pay for their share of transportation costs (taxes).
—	The plan should investigate the use of advanced personal transportation technologies, and installing high-speed rail along existing highway infrastructures. Commuters want speed, privacy, convenient access, environmental preservation, and without foreign oil.
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	Residential gridlock created by poor transportation planning/land use decisions. Make developers pay to mitigate impacts.

Location	Comment
—	Route 76 in San Diego County is the focus of this comment. A 2-lane rural road that is impacted by rampant growth, 2 casinos, increased truck traffic. Want to limit truck traffic and widen the road and enforce Convoy Law.
—	Require developers to mitigate impacts of new housing developments by improving and providing additional capacity on freeways and local streets; push for alternatives energy sources/fuels to power cars and other equipment.
—	Enhance/rehabilitate the environment. Develop rail corridors and non-car, multiple-use pathways; fund linear parks, bikeways, over-freeway pedestrian pathways, increase public transit funds; increase gas taxes.
—	There is not enough focus on rail transportation improvements that are necessary to remove and reduce congestion that hurts economic development.
—	Financing. Equity for rural areas. Mobility and collaboration.
—	Make mobility/accessibility goal #1. Give recognition that transit/bike will never meet growth demands. Put primary emphasis on improving and expanding roads. More emphasis on goods movement. Primary strategy to build new highways.
—	Goods movement. Mobility is also a concern.
—	Improve and upgrade rail travel for trips of 500 miles or less.
—	Doesn't address regional differences, current situation, or needs, or establish priorities. Not vertically integrated, no clear connections, needs of state versus individual regions. No integration between many modes of transportation. No financial check.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit.
—	The CTP is too encompassing to satisfy everyone, wouldn't get funds due to general fund tax slashing; rail and mass transit is inefficient use of spending public funds. Rail is too expensive, mass transit too restrictive.
—	Add increasing highway capacity—top priority: efficient and effective use of resources, protect Art XIX resources; maintain 75/25 split; prioritize bus system improvements over rail; develop Action Plan in open manner with key stakeholders.
—	Increase more diamond lanes to encourage carpooling. Don't build diamond lanes, just paint existing lanes. Save money. Increase age for teenagers to get driver's license (more cars off highway).
—	Spend limited funds on transportation people want: freeways. Repair, widen, enlarge, build more freeways. Enforce existing laws to promote safety and reduce traffic jams.

Location	Comment
—	The plan is well written, but too vague and far reaching. It fails to accept reality. California is broke. We all must make sacrifices. Mobility will suffer. Too bad.
—	Promote event in areas where public meetings are held. Don't add additional highway lanes, it increases speed/decreases safety. Integrate bike/walk facilities in all new designs. Emphasize intermodal connectivity to provide safer roads, better air and quality of life.
—	Increase ridership in local public transit. Redlands Police Department has an excellent senior transit program, expand it. Use Omni Bus for school transport where feasible. Zero duplication of routes.
—	The CTP can be improved by improving transit needs for disabled people and expanding express service between counties.
—	I am happy that Caltrans has involved community and environmental groups in the planning effort. Community and environmental issues are equally important as a safe/efficient system that reduces traffic congestion.
—	You are already failing in Santa Clarita by not saving the oak tree by dividing the road around it. Failing in the S.F. Valley by doing busway instead of light rail.
—	More emphasis on protecting the environment by providing more compact transportation, less single traffic by car in the mountains/rural areas. Increase/focus on mass transit; bus, train to ski areas, and day trip needs.
—	The state should purchase 100,000 bicycles, establish a bike sharing program, and house the bikes at transit centers for commuter use, like in Amsterdam. Conduct a pilot program in Bay Area. Conduct extensive transit outreach at high schools.
—	Allow private/public partnerships in public transportation infrastructure needs; don't cripple mobility by entering into long periods involving non-compete clauses in relation to transportation improvements (e.g., SR 91 Expressway CPTC/DOT agreements).
—	Improve multi-modal ground access to airports and other urban communities. This will reduce congestion and improve traffic mobility in California.
—	The CTP Goal should be to establish fast, easily accessible and reliable public transit.
—	Put public rail lines as the green line in Los Angeles along all the basin freeways. Keep all such lines separated from auto, bus, and pedestrian traffic. Run metro lines on Saturdays and Sundays.
—	Provide a less timid vision of the increasing role public transportation will have to play in areas (LA) where the single occupancy vehicle model has broken down. Provide a master plan or steps for such a transportation network for California.



Location	Comment
—	Better and increased public transportation services. Expand the AMTRAK Surfliner between San Diego and San Francisco (via San Luis Obispo, Salinas, and San Jose) and to/from Bakersfield (via Glendale, San Fernando, Newhall, Lancaster, and South Mohave).
—	Enhance and develop a public interconnected transportation system. I would love a transportation system that permits me to travel within no more that 1 hour between Oceanside and the South Bay; I would stop driving to work.
—	Bicyclist and pedestrian issues. Include pedestrian issues in planning.
—	Need more off-road bikeways. Need a quiet monorail. We should consider Singapore's method of using single card for inter-connected modes of transportation.
—	Mass transit trolley. Trolleys need to have flexible schedules and travel to as many different locations as possible.
—	This plans woefully neglects to address the critical need to invest in more and better transit. The CTP focus appears to be on a collision course of more freeways, waste, and increased pollution. Invest in transit; we need to move more people efficiently.
—	Don't like the plan, the CTP lacks a plan for transit. This plan provides for more cars, resulting in increased congestion.
—	Diamond lane carpool needed more often—widen on the freeway to increase the flow of transportation.
—	More roads for bicycles, more frequent bus stops, more buses, incentives for carpooling, and incentives for bus transportation.
—	Unclear if hybrid vehicles get carpool use. More incentives for hybrid and alternative fuel cars.
—	Far too generic; needs to focus more on reducing auto use beyond local use—trips over 20 miles. Not enough detail about creating non-auto transportation for future.
—	Focus more on rail (high speed and freight) to meet future transportation needs.
—	Clear quantified objectives be established for the goals, e.g., reduce fatalities and injuries by 10% and triple mode share for bicycling, walking, and transit.
—	Identify causes of current chaotic condition. Stop continuation of condition. Take measures to reduce chaos. Adopt a CTP most closely resembling a healthy body circulation system. Primary, secondary, and tertiary system without duplications.
—	Fund trolley service with public taxes, 24-hour-service, underground in city, convert HOV lanes and run express trolley, vending machine for tickets that accepts credit cards, lower fares.
—	Build an effective rail transit system. Do not pursue busways; consider trolleybus lines. Street traffic-synchronize lights, elevate pedestrian crossing, widen streets, eliminate grass. Improve conditions for bike safety. Educate and improve for grade crossings.

Location	Comment
—	Bicycle safety and dedicated bike lanes. Problems of traffic around schools. Make pedestrian areas safer. Provide bicycle parking near to public transportation. Discourage car use and lower gas consumption. Oil keeps us on the verge of war.
—	Would like to see system optimization as a strategy (i.e., traffic operation strategies such as TOPS) to bring existing system to maximum efficiency in lieu of adding capacity.
—	Improve vehicle capacity.
—	I believe that, without managed growth and a true commitment for the preservation of resources, improvements in mobility and accessibility cannot be achieved.
—	The goals and report should focus on improving mobility and accessibility. We should be at the forefront of public transportation and mobility and accessibility. Disappointed that the report does not list this as the highest priority.
—	Need to establish parking facilities at MTA subway stations, Wilson & Western. Wilshire & Vermont.
—	More emphasis on driver behavior and skills, driver education, improve secondary streets rather than freeways. Intelligent engineering rather than big engineering, More public transportation and better transfer capability.
—	Show gap between gap capacity. Multi-modal balance.
—	Expanding freeways to ease congestion during peak hours.
—	Develop a new intermodal system requiring what is best for the community, i.e., mass transit in urban areas. Mass transit not conveniently scheduled in time or place and in image, it is not considered safe for individuals, especially children.
—	Mobility. We need to expand capacity.
—	The “vision” is vague. Concept of multimodal systems and sustainable developments are admirable goals not translated into achievable objectives, nor have criteria been developed on which to base an unbiased assessment.
—	Transportation volumes just need to reduced by @5% during peak hours—try TDM measure, car/van pool or transit 1 day a week, alternate work and delivery schedules, telecommute.
—	New to the Goshen and Visalia area, and would like to become familiar with the area and the related transportation development.
—	Move faster—LA needs traffic relief.
—	Speed it up, too much traffic in LA.
—	Congestion—deal with it.

# Preservation

Location	Comment
Buellton	Funding for local roadways needs addressing.
Eureka	CTP policy should support maintenance and funding flexibility for rural transportation.
Hollister	Address needs for local street/road repair.
Los Angeles	Recognize the role of research in preserving the system.
Oakland	Need a law that federal and state gas tax will fully fund preservation.
Oakland	Slanted towards roads, does not adequately address transit.
Oakland	Maintain rather than preserve. May want to eliminate elements.
Oakland	Trucking industry representatives need to be included in the CTP effort. Trucks create geometric load problems on city and county streets, causing pedestrian safety problems. It is becoming evident that geometric limitations exist on roadways.
Redding	Basic infrastructure improvements not included (highway, bicycle, pedestrian).
Redding	Rail not specified.
Sacramento	Severity factor of needs. How far can go before failure?
Sacramento	Link CTP with maintenance issues in each local jurisdiction.
Sacramento	Identify repeat maintenance issues and explore alternatives.
Salinas	Protect and maintain streets, roads and highways.
San Diego	Goals 4 and 5 do not adequately preserve natural environment.
San Diego	Transit system should not be maintained and operated from gas tax revenue.
San Diego	Improve storm water run-off systems.
San Diego	Use a different word then "Preserve" in Goal 2.
San Luis Obispo	Fix local roads.
San Luis Obispo	Plan does not reflect damage trucks cause.
Santa Cruz	Maintenance for existing roadways needs funding
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	I believe that, without managed growth and a true commitment for the preservation of resources, improvements in mobility and accessibility cannot be achieved.
—	Goals of the CTP with the strategies are great milestones. Efficient Use of Resources appears to be no true incentive to having fueling facilities built. Combine land development and promotion of fueling facilities may be the answer.

Location	Comment
—	Doesn't address economic vitality, goods movement, forecast revenues and shortfalls, funding priorities, resources for preservation and transit, different regional needs. NEEDS ACTION Plan; DROP 75/25 split wording, update TCRP.
—	Why is rail not included in the CTP? There should also be a focus on off-road vehicles. There should be less emphasis on the construction of new roads, and more emphasis on maintaining the current roads.
—	CTP should emphasize rail, more efficient to move people and goods. Don't increase building roads until existing roads are restored to safe conditions.
—	Need to improve and maintain non-motorized transportation facilities—Class I and II bicycles, sidewalks or pedestrian trails. Flexible funding to provide for non-motorized facilities.
—	Dump the 52 pages and start with the 7 policies. Tell us how you would finance and implement each one. Before starting new projects, finish the ones already begun, such as Highway 52 in San Diego County.
—	Put more of our \$ in hard assets like road.
—	Environment. Preservation of the environment.
—	Replace "preserve" with "Improve" for goal #2; make rural transportation a goal; Goal #4 is the most important. Any plans made now will be outdated in 10 years. Consult with university transportation professors/students and build from their future recommendations.
—	Lack of clear proposals to help reduce demand/integrate multi-modal choices. No commitment to maintaining and/or expanding park-and-ride lot facilities. No details to integrate transit services with highways.
—	Preservation and choices for transportation.
—	Devote primary attention to mass transit system, especially in LA and county. Rail transportation needs enhancement and improvement.
—	Will you be putting out a location list for the roadside detection and warning systems? I would like to be able to put in a few locations of concern in my area on Highway 12 due to the bridge openings that back traffic up by Rio Vista.
—	You might as well rename this the Congestion Implementation and Transit Spending Program. Visions of sustainability indeed. Everyone familiar with the issues knows this is code for discouraging privately owned vehicles.
—	The CTP needs more emphasis on improving and expanding the road and highway capability of California. Way too much time, money and words towards public transportation and corresponding managed growth.

Location	Comment
—	Make clear statements of plans for improving specific highways, transportation networks, etc. Example: state definitions on plans for constructing Interstate 710 between Interstate 10/Valley Boulevard and Interstate 210.
—	Expand and widen Route 99 from Chico to Sac and relieve congestion on the existing Route 99 and possibly Route 5.
—	Preservation. Transportation improvements.
—	I wish you would fix the city roads so they won't mess up my alignment. It is so irritating along Grand Avenue.
—	More beautification and more enhanced capacity.
—	Environment and preservation of community values.
—	I do not drive yet, but I want the roads to be good when I do start driving.

## Safety

Location	Comment
Bishop	Driver education seems to be a primary component missing in the safety factor.
Fresno	Enforce commercial vehicle regulations and educate drivers.
Fresno	Out of state drivers are a problem—unsafe.
Fresno	Get people off the roads to improve safety—focus on safer/alternate modes of transportation..
Fresno	More emphasis on funding for secondary road preservation.
Fresno	Preserve public transportation, which will reduce pressure on roadways.
Fresno	Focus more on pedestrian and bike safety.
Garden Grove	Attendees were interested in safety.
Los Angeles	More stringent licensing requirements. Raise age threshold for licensing.
Los Angeles	Laws relating to protecting cyclists/pedestrians.
Oakland	Innovation needed to reach conflicting goals of safety/security and mobility.
Oakland	Add median barriers in highways.
Oakland	Look at rail grade crossing. Enforcement and more stringent licensing.
Oakland	Emphasize bike/pedestrian safety.

Location	Comment
Redding	Driver behavior strategies. Bicycle safety program.
Sacramento	Get trucks off of the roads—put their loads onto trains. That will greatly increase safety on the roads.
Sacramento	Implementation of FHWA's guidelines for safety for seniors.
Sacramento	Consider safety and layouts of multimodal hubs/stations.
Sacramento	Need diagnosis on safety issues and challenges now and in the future.
Sacramento	Educate all age levels on using the system safely.
Sacramento	Transit safety at stations-improve security. Look at physical design of stations for safety and security.
Sacramento	Safety challenges of mixed use facilities—truck and auto.
Sacramento	Improve existing facilities for bicyclists; widening bicycle lanes, signage, etc.
Sacramento	Terrorist threats to public transit facilities.
Sacramento	Aviation "buffer zones."
Sacramento	Still needs to address safety/security more.
San Diego	Improve vehicle safety—visibility.
San Diego	Cost benefit analysis when selecting alternatives.
San Diego	Improve vehicle based technology.
San Diego	Improve 911 system.
San Diego	Enforce existing laws better—civility.
San Diego	Security plans need to include evacuation plans.
San Diego	Focus on truck driver safety by enforcing regulations and improve training.
San Diego	Improve streetscape for safety and walkability.
San Diego	Need state laws regarding pedestrian and bike design criteria.
San Diego	Uniform bumper height.
San Diego	Increase safe accessibility to schools—encourage modes other than cars.
San Diego	Focus more on pedestrian and bike safety—education and structures.
San Diego	Need seatbelts in buses-safe trains.
San Diego	Balance safety with need to move goods.
San Diego	Enforce valid drivers license possession—40% of people in S.D. do not have a drivers license. Look at alternatives.
San Luis Obispo	Safety is first consideration.
—	Why is rail not included in the CTP? There should also be a focus on off-road vehicles. There should be less emphasis on the construction of new roads, and more emphasis on maintaining the current roads.

Location	Comment
—	CTP should emphasize rail, more efficient to move people and goods. Don't increase building roads until existing roads are restored to safe conditions.
—	Will you be putting out a location list for the Roadside detection and warning systems? I would like to be able to put in a few locations of concern in my area on Highway 12 due to the bridge openings that back traffic up by Rio Vista.
—	I wish you would fix the city roads so they won't mess up my alignment. It is so irritating along Grand Avenue.
—	Route 76 in San Diego County is the focus of this comment. A 2-lane rural road that is impacted by rampant growth, 2 casinos, increased truck traffic. Want to limit truck traffic and widen the road and enforce Convoy Law.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit.
—	Spend limited funds on transportation people want—freeways. Repair, widen, enlarge, build more freeways. Enforce existing laws to promote safety and reduce traffic jams.
—	Clear quantified objectives be established for the goals, e.g., reduce fatalities and injuries by 10% and triple mode share for bicycling, walking, and transit.
—	Build an effective rail transit system. Do not pursue bus-ways;; consider trolleybus lines. Street traffic—synchronize lights, elevate pedestrian crossing, widen streets, eliminate grass. Improve conditions for bike safety. Educate and improve for grade crossings.
—	Bicycle safety and dedicated bike lanes. Problems of traffic around schools. Make pedestrian areas safer. Provide bicycle parking near to public transportation. Discourage car use and lower gas consumption. Oil keeps us on the verge of war.
—	More emphasis on driver behavior and skills, driver education, improve secondary streets rather than freeways. Intelligent engineering rather than big engineering, More public transportation and better transfer capability.
—	Market campaign promoting transit and pedestrian safety; safe trans. training for seniors and youth; fee to cars and bikes to fund facilities; eliminate HOV, promote carpool; increase shuttle service to key locations; promote urban village; flexible hours; e-commerce, e-education, e-work.
—	We need to support the trains; lower speed laws. The trucks need to be removed off our highways and the rail system restored. Bring sanity back to our freeways.
—	Don't know how to improve the CTP. I live in a town that does not need transportation, fixed small town, just make trucks safer.

Location	Comment
—	Plan needs linkage with RTPs; updated fiscal context; financial forecast that is fiscally constrained. Plan should provide an additional funding source for alternative modes; propose steps to reconcile context sensitive design with safety and liability concerns.
—	In an effort to reduce congestion, D-7 needs a full-time bicyclist coordinator to address bicycle issues. Should advocate that Governor increase Vehicle Registration fees 1–5% to fund bicycle program issues (lanes, signals, bike parking facilities)
—	Need better, clearer and more thoughtful signage especially on HOV lanes. Car buyers pay sales tax that should go to build roads—and only roads.
—	Develop alternate routes to rural city main streets, especially trucking—preserve main street character. Enhance rural economic vitality. Provide for safety of seniors with diminished faculties. Safety funding for rural communities.
—	Increase fees and taxes to cover all costs to various modes of transportation. Also include a fee for collective insurance on all vehicle drivers, for at least liability.
—	Multiple safety concerns should be addressed in the CTP. Try to discourage solo: driving as much as possible.
—	Safety of pedestrians; traffic control in neighborhoods; close obsolete roads—convert to better use—pedestrian, bike, habitat, parks; provide wildlife corridors; encourage development of transit systems.
—	Air quality—mitigate impacts of construction equipment. Proactive procurement of clean equipment to mitigate, limit diesel engine idling (local ordinances). Safety—truck related congestion and safety impacts.
—	CTP inadequately addresses bicycle issues. To be a viable alternative means of transport, bikes need access to all roads. Bikes are zero emissions vehicles. Need to work with bike advocacy groups to reflect community values.
—	Transportation has direction linkages to obesity, diabetes, asthma. Obesity-related health costs are nearly \$25 billion. Make pedestrian and bike safety a priority. Promote walkable communities—positive economic and environmental impacts. Cover TDM options.
—	Improve pedestrian facilities and safety. All trips involve walking at some point—make it safe. Don’t just consider pedestrian safety, improve it. (Goal 1.)
—	Advocate valid and realistic alternatives to private auto. New highways should include separated bike pathways. Mass transit must be given more priority to move people quickly to be competitive.
—	Safety. Mixing huge vehicles with small vehicles on the highway should be an issue that is addressed.
—	Perhaps by encouraging the public to ride share to work on a regular basis and use hybrid vehicles, providing special highway lanes for senior citizens, and upgrading rest stop areas.



Location	Comment
—	Increase penalties on those that are shown responsible for commute time traffic accidents. Almost every day there is an accident on Highway 99 caused by someone driving negligently.
—	Public safety should be top priority. The system must be designed so users of one transportation mode don't endanger non-users of that mode. We don't want to PRESERVE today's transportation system.
—	Put up portable barriers to reduce the "rubbernecking" when red lights are flashing and the accident scene is small scale and barriers would work? It would save millions of hours of delays, accidents because of rubbernecking.
—	1.Caltrans must follow their own dictates. District 4 has contempt for public safety and congestion relief. 2.Caltrans must fix stuff that isn't built right or doesn't end up having the intended result. 3.More HOT lane metered entry.
—	Improve the CTP by educating commuters on the importance of using wide-angle rearview mirrors.
—	Address commercial vehicle safety. Include safety strategies from brochure. Broaden security focus and enforcement discussion. Adapt infrastructure to demographic changes.
—	It will not enhance public safety and security. It would probably end up like Los Angeles.
—	There would be problems some people might get lost. It will be a lot of traffic problems. People would be in a hurry. It might turn into a mess.
—	Put more effort on safety before anything else.
—	Goal 1, Safety, is compromised by Goal 3, Mobility. Efficient use of resources does not address private investment in transportation—toll roads, HSR, maglev—and the state's ability to encourage investment schemes.

## System Management

Location	Comment
Bishop	Is there going to be a change in the allocation of transportation funds to rural RTPAs?
Bridgeport	Lots of questions about what is happening in the state as far as projects moving forward.
Buellton	Funding for local roadways needs addressing.
Eureka	CTP policy should support maintenance and funding flexibility for rural transportation.
Eureka	Transportation policy should support increased transit funding for rural, isolated regions.

Location	Comment
Eureka	More flexibility is needed in transportation policy to allow locals to make transportation funding decisions.
Fresno	Advocate advanced transportation systems.
Fresno	Consider sales tax threshold to support the transportation system.
Fresno	Look beyond fare box recovery.
Fresno	The plan should contain the state's long-range financial projections to help the regional agencies develop better RTPs and RTIPs.
Fresno	Does not contain specific strategies to address the needs of the Fresno region or San Joaquin Valley.
Fullerton	System optimization.
Los Angeles	Utilize unused R/W for transit. Decentralization of urban area to distribute impacts and reduce congestion.
Los Angeles	Link cost of system to demand (pricing).
Los Angeles	Recognize that major new highway facilities cannot be built to accommodate the increase in autos.
Los Angeles	Recognize that we can't build our way out of congestion.
Los Angeles	Three E's: excellence in engineering.
Los Angeles	Demand pricing.
Los Angeles	Minimize incident-related delay.
Madera	It would be helpful to Madera if the CTP included specific projects to help in developing the RTIPs.
Mammoth Lakes	Allowing more flexibility with rural RTPA funding mechanisms.
Modesto	What are the state's priorities?
Modesto	How the CTP addresses interregional issues.
Oakland	How will airports fit in?
Oakland	Focus on demand reduction.
Oakland	Walkable neighborhoods with TOD. Improvements.
Redding	Increase ridership on alternative modes.
Redding	More discussion on the failure of transportation options. Ways to increase alternative modes.
Redding	Consider casino-related traffic/industry.
Sacramento	Need demand management and pricing.
Sacramento	More standardization in implementing existing and new technology throughout the state.
Sacramento	Need a strategy for tradeoff between new capacity vs. fixing what we have (SHS and local roads).
Sacramento	Add transit demand management strategies.
Sacramento	How will the CTP influence the RTPs?
Sacramento	State's priorities for funding projects.

Location	Comment
Sacramento	CTP needs more analysis for prioritizing actions.
Sacramento	How projects are selected
Sacramento	Resolving interregional issues.
San Bernardino	Share maintenance fees.
San Diego	If majority of trips are non-work related and served by POVs then we need to focus on roads more.
San Diego	Fix sidewalks so are smooth.
San Diego	Consider safety when designing streets.
San Diego	Trucks—add fees or modify axle weights to address impacts to infrastructure.
San Diego	Dual use of existing strategies. Financial balance between modes.
San Diego	Make it less attractive (with less incentives) to drive.
San Diego	San Diego could be the poster child for good planning and for the states that need transportation improvements; improves environment and economy.
San Diego	SANDAG is concerned how the CTP ties in with the RTP.
San Luis Obispo	Make transit free.
Santa Maria	Emphasize transit options.
Willows	Asked if there is a project list.
—	Deemphasize freeway construction; new routes and additional freeway lanes do not resolve freeway congestion/safety. Redirect highway funds to public transit. Invest in needed urban rail to discourage auto use. Inefficient use of oil bad for economy. Intermodal coordination of transit
—	Bicycle safety and dedicated bike lanes. Problems of traffic around schools. Make pedestrian areas safer. Provide bicycle parking near to public transportation. Discourage car use and lower gas consumption. Oil keeps us on the verge of war.
—	Perhaps by encouraging the public to ride share to work on a regular basis and use hybrid vehicles, providing special highway lanes for senior citizens, and upgrading rest stop areas.
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	The CTP needs more emphasis on improving and expanding the road and highway capability of California. Way too much time, money, and words towards public transportation and corresponding managed growth.
—	Make clear statements of plans for improving specific highways, transportation networks, etc. Example: state definitions on plans for constructing Interstate 710 between Interstate 10/Valley Boulevard and Interstate 210.

Location	Comment
—	More beautification and more enhanced capacity.
—	Increase ridership in local public transit. Redlands Police Department has an excellent senior transit program—expand it. Use Omni Bus for school transport where feasible. Zero duplication of routes.
—	Put public rail lines as the green line in Los Angeles along all the basin freeways. Keep all such lines separated from auto, bus, and pedestrian traffic. Run metro lines on Sat., Sun.
—	Identify causes of current chaotic condition. Stop continuation of condition. Take measures to reduce chaos. Adopt a CTP most closely resembling a healthy body circulation system. Primary, secondary, and tertiary system without duplications.
—	Improve vehicle capacity.
—	Show gap between gap capacity. Multimodal balance.
—	Transportation volumes just need to reduced by about 5% during peak hours; try TDM measure, carpool/vanpool or transit 1 day a week, alternate work and delivery schedules, telecommute.
—	Include bicycle funding projects and descriptions of existing bicycle infrastructure to the CTP. Include more specific descriptions of environment alternatives of expanding/maintaining the existing transportation infrastructure.
—	Needs a financial component. Support and strengthen Rideshare. Integrate TDM, park and ride, local parallel and alternative routes; alternative road standards to reduce footprint; delete 75/25 language; support local enhancements and context-sensitive design.
—	Identify the problem, prioritize the problem, then fix the problem. Recognize regional differences. Need financing plan and constrained model. Financing strategies: toll roads, privatization, streamlining.
—	No, you did not get it. This would be a great opportunity to explicitly call for pricing in the forms of congestion pricing, pay at the pump, insurance, emissions pricing, etc.
—	Put disabled in leadership roles and salaries. Any effort to regionalize transit (public) is a serious mistake and damaging to the disabled and seniors.
—	Supports goals and policies. Manage demand in parks: loving our parks to death; incentives to coordinate transit services; advocates user-based fees value pricing. Add GGNRA and Santa Monica Mt. NRA to rural parks list.
—	Address pollution prevention by making new technologies accessible to rural areas, help maintain clean environments; do not wait for crises.
—	Site specific examples; vague document lends itself to less buy-in by constituents. Review effective and inexpensive examples: <a href="http://www.sustdev.org/transport/articles/edition3/SDI3-9.pdf">http://www.sustdev.org/transport/articles/edition3/SDI3-9.pdf</a> and <a href="http://solstice.crest.org/sustainable/curitiba/part6.html">http://solstice.crest.org/sustainable/curitiba/part6.html</a> .

Location	Comment
—	Commuter lanes do not help; discriminate against those of us who do not want to travel to/from work with a carload of other people. Open the carpool lanes back up to all traffic; are not enough lanes to accommodate existing traffic.
—	Analyze existing Caltrans projects. Expanding freeway lanes, even for part time HOV lanes, is contrary to many of the goals stated. Expanding capacity by ITS and other means conflicts with most goals. Paradigm shift needed.
—	Add data on what percent of trips today by car, bus, and rail. Smart cars omitted. No mention of future systems, just old system. Reduce congestion by better management. Mode shift is dubious. Deregulation to permit entrepreneurship.
—	Increase capacity of the system. Build things that people want to use, not what the so-called experts want us to use. Make cars more efficient and cleaner. Evaluate plans based on efficiency, usage, and cost-effectiveness.
—	Need to increase highway and transit capacity to meet the needs of the state's growing population.
—	Why not use the carpool lanes for all traffic since very few people in this area actually utilize it; it is virtually empty while the other lanes are backed up. At the very least, cut down on the hours.
—	Find advanced engineers with expertise, not civil engineers who are at the bottom of the engineering hierarchy.
—	Patrol the diamond lane in Los Angeles; too many cars use it that are not supposed to use it.
—	Question is implementation. What will guide decisions in future projects? How to measure current and future system performance? Where will decision on specific projects be made?
—	Technology to improve safety and system capacity, demand transit. Examine regulations that prevent entrepreneur services such as jitneys and jeepneys. Define the best and equitable way to collect trans. revenue. Describe how trips are made now—mode split.

## Technology

Location	Comment
Eureka	Transportation policy should support ITS information applications.
Fresno	Explore more telecommuting options.
Los Angeles	Not innovative in vision.
Los Angeles	More development of technological innovation, HSR, light rail.
Los Angeles	Innovative approach is needed.
Los Angeles	Need innovative incentive to encourage use of other modes.
Los Angeles	Innovation for demand pricing and unpopular solutions.

Location	Comment
Los Angeles	More innovative measures to decrease demand for auto travel.
Los Angeles	Jobs/employment link with economy.
Los Angeles	Crash data recorders in autos.
Los Angeles	Improve electric vehicle technology/performance.
Oakland	Innovation needed to reach conflicting goals of safety/security and mobility.
Oakland	Need new and innovative info in the plan.
Sacramento	Future technologies need to be considered.
Sacramento	Need more bike inclusion and technology.
Sacramento	Look at evolution of transportation and look forward to the next technological innovation. Personal transport.
Sacramento	Innovation will be needed to meet needs of additional population.
Sacramento	Technology for the 21st century—new systems for the future. Universal design, personal mobility.
San Bernardino	Use technology to get public attention and participation.
San Diego	Not enough focus on technological advances.
San Diego	Increase alternatives of transit and e-government and e-business practicality.
San Diego	Operational and technological solutions.
San Diego	Improve vehicle based technology.
San Diego	Technological advancements to improve elder driver safety.
San Diego	Move toward alternative forms of transportation.
San Diego	More employer based programs—flex hours, etc.
San Luis Obispo	Support for ITS approaches.
—	Analyze existing Caltrans projects. Expanding freeway lanes, even for part-time HOV lanes, is contrary to many of the goals stated. Expanding capacity by ITS and other means conflicts with most goals. Paradigm shift needed.
—	Add data on what percent trips today by car, bus, rail. Smart cars omitted. No mention of future systems, just old system. Reduce congestion by better management. Mode shift is dubious. Deregulation to permit entrepreneurship.
—	Technology to improve safety and system capacity, demand transit. Examine regulations that prevent entrepreneur services such as jitneys and jeepneys. Define the best and equitable way to collect trans. revenue. Describe how trips are made now—mode split.
—	The plan should investigate the use of advanced personal transportation technologies, and installing high-speed rail along existing highway infrastructures. Commuters want speed, privacy, convenient access, and environmental preservation without foreign oil.

Location	Comment
—	Require developers to mitigate impacts of new housing developments by improving and providing additional capacity on freeways and local streets; push for alternatives energy sources/fuels to power cars and other equipment
—	Need more off-road bikeways. Need a quiet monorail. We should consider Singapore's method of using single card for interconnected modes of transportation.
—	Far too generic, needs to focus more on reducing auto use beyond local use (trips over 20 miles). Not enough detail about creating non-auto transportation for future.
—	Would like to see system optimization as a strategy (i.e. traffic operation strategies such as TOPS) to bring existing system to maximum efficiency in lieu of adding capacity.
—	Technology funding deployment, management and operation; TDM and value pricing. Stronger TOD statement and state role in barrier reduction. Recognize MPOs that do link land and trans. Financing: indexing, tax gasohol, interest to trans. fund.
—	Technology: virtual bus (platooning small vehicles), mobile seats (streamlined motorized bikes); Policy 3: Eliminate roadblocks to car co-ops; encourage innovation via contests; Policy 6: get private sector to partner in innovation contests. Index fuel tax.
—	Add innovative strategies: -virtual bus, mobile seats, car cooperatives, using contests to spur development of new technologies, mobile energy generation, vertical living, and increase current fuel tax and automatically adjust for inflation.
—	Encourage the use of recycled materials in transportation facilities and beyond.
—	Come up with new cleaner ways to move vehicles.
—	Implement 511 program for transportation services statewide.
—	Technology. The use of advanced technology for transportation systems. Multimodal.
—	Important to maximize efficient use of resources. For example, I remember that experiment involving five driverless cars moving along the carpool lanes of I-15.
—	I would like to see more hovercrafts.
—	Include discussion of future automated technologies that could move people without use of combustible engines.

## Other

Location	Comment
Benton	Questions were to project related issues not directly about CTP. Community more concerned with local issues and not the CTP.

Location	Comment
Bridgeport	Asked a lot of local Main Street questions, primarily concerned with rural highway as main street issues, economic vitality, and context sensitive solutions.
Buellton	Complimented Caltrans' collaboration efforts.
Buellton	Complimented Caltrans' outreach efforts.
Buellton	Consider funding goal inclusion.
Eureka	Linkage between transportation policy and economic development.
Eureka	Transportation policy must support economic development and creation of jobs.
Fresno	More focus on rural needs.
Fresno	More focus on disabilities.
Fresno	Include all costs-direct and indirect, societal, systematic approach.
Fresno	Need to define mobility.
Fresno	Define regional authority.
Fresno	Focus investment section—it is too broad and could justify any project.
Fresno	Goals are biased toward roadway-need to look to future system and sustainability and stress balanced systems.
Fresno	Plan is too highway focused.
Fresno	Provide transportation to meetings.
Fresno	More specific action plan.
Fresno	Recognize diversity of transportation challenges across the state.
Fresno	Make sure action plan shows that leadership reflects the public's input.
Fresno	Go to smaller communities.
Fresno	Make information available prior to meetings.
Fresno	State should act as facilitator, connecting local communities and advocate for locals -where authority should remain.
Fresno	Aim to avoid ambulance services/fees.
Fresno	More fully define what the system is.
Fresno	Define regions and contacts.
Fresno	Plan provides good "umbrella" guidance for RTPs.
Fresno	A few members expressed concern that the draft plan was developed without receiving input from low-income and minority neighborhood groups like theirs.
Fresno	Was there anyone putting together the plan that represented the young Hispanic women?
Fresno	The CTP contains too much information promoting the Governor's efforts.



Location	Comment
Fresno	There is mention of the Governor's TCRP accomplishments, much of which has been cut or is on the chopping block with the proposed budget.
Fresno	Were there any Southeast Asians or Hispanics who developed the CTP document?
Los Angeles	Need clearer statements in the plan on reducing auto dependency.
Los Angeles	Link commitment to TOD.
Los Angeles	Moving ERT through gridlock.
Los Angeles	SMART goals.
Los Angeles	This is a plan for today, not tomorrow.
Los Angeles	Clearer achievable measurable objectives for safety and accessibility.
Los Angeles	Need a better description of how an integrated system would work.
Los Angeles	Hold meetings at night to attract more people. Use other means to gain input. Hold meetings in more of a public place, like a park.
Los Angeles	Quantify impacts; significant, meaningful, etc. Better trans. Decision making tools such as modeling.
Los Angeles	Recognition of future gridlock. Increase priority of alternatives to auto travel.
Los Angeles	Panapoly of policies—user fees.
Los Angeles	Need vision for Los Angeles, a concept for 2025. What would the system look like?
Los Angeles	Better advertising, have website tally results of questionnaires in real time.
Mammoth Lakes	Hopes it will influence the way Caltrans does business.
Mammoth Lakes	Rural Eastern Sierra specific comments.
Marina	Concern with cost of brochure, cones.
Marina	Include ITS throughout.
Marysville	Newspaper says plan is too vague.
Morro Bay	Appreciated that previous identification of access and mobility were listened to and incorporated into plan.
Oakland	Vision is not specific enough and is contradictory, not consistent with reality. Words are very motherhood and apple pie. Will the words bring about reality; be implemented?
Oakland	Need a glossary to define terms used in the plan.
Oakland	State directly how will decrease the use of single-occupant vehicles.
Oakland	Goal 5 is very important to community needs. Balance individual and community needs.
Oakland	Performance Measures for CTP?
Oakland	Explicitly state in plan that will be decreasing auto dependency.
Oakland	Need a separate goal for mobility impaired.

Location	Comment
Oakland	Goal 1 conflicts with Goal 3 (Encompass safety in neighborhoods).
Oakland	Emphasize neighborhood security.
Oakland	Strategies should be specific to local transit.
Oakland	Need general statements about each mode.
Oakland	Need to include high speed rail into the plan
Oakland	Not a unifying theme (such as smart growth application to rural and urban).
Oakland	Use case studies to illustrate concepts.
Oakland	Lack of specificity in plan.
Oakland	How will the plan be implemented?
Oakland	Better explanation of land use and transportation. More direct language (demand pricing, 24-7 transportation modes, etc.).
Oakland	Consider reauthorization uncertainties.
Oakland	Use images to illustrate strategies. Need a better connect.
Oakland	Too much auto orientation.
Oakland	All goals need quantifiable performance measures.
Oakland	More events in the Bay Area, later hours, college and high school locations, add a voting selection for those who are uncertain. Let latecomers know they can vote too.
Oakland	Is the CTP being coordinated with the General Plan Guidelines update?
Redding	Freight rail is completely missing from the plan.
Redding	Set up report on policy preference with weighted average.
Redding	Rural issues should be its own goal.
Redding	More ads, get more representatives and participants.
Redding	Regional application.
Redding	Transportation should be responsive.
Redding	Develop projects before needed "pro-active."
Redding	Tailor approach for rural areas.
Redding	Transportation "bottoms-up" approach.
Redding	Use transportation to enhance smart growth.
Sacramento	Need a process to reserve R/W—rail and other.
Sacramento	Show needs/benefits to make arguments.
Sacramento	The vision will not be attained in 20 years.
Sacramento	Add flexibility.
Sacramento	Need to be more specific. Maximize efficient use of resources.
Sacramento	Identify and eliminate hazards and "hot spots."

Location	Comment
Sacramento	Change language "Reduce the need for <u>vehicular</u> travel" Remove word "readily."
Sacramento	Need to see the action plan.
Sacramento	Do the research and make a plan.
Sacramento	Look into trade offs with transportation decisions.
Sacramento	Impractical without affordability.
Sacramento	Use objectives with timelines.
Sacramento	Connection to economic viability to support plan.
Sacramento	Shorten implementation timelines.
Sacramento	It's time to separate commercial and non commercial vehicles. They shouldn't be on the same roads anymore. A new solution is needed. Move the truck loads to rail.
Sacramento	Be more specific in identifying barriers.
Sacramento	Include freight railroads-statewide planning needed.
Sacramento	Link CTP more clearly with regional plans.
Sacramento	CTP goals vs. Caltrans strategic goals—more closely linked.
Sacramento	Advised working through headquarters office on action plan development.
Sacramento	CTP assimilates previous comments well.
Sacramento	CTP has good potential to help out with public health issues (obesity).
Sacramento	CTP should be stronger on performance measures
Sacramento	CTP will be a good contributor to the EGPR.
Sacramento	How frequently will the CTP be developed?
Sacramento	How much time and cost?
Sacramento	Is there a website for the CTP comments?
Sacramento	Need for more ITS discussion.
Sacramento	The Governor is suggesting making cuts in the environmental justice funding to balance the budget. So for many of our environmental justice communities the 25-year plan means nothing.
Sacramento	Wanted tips on doing EGPR.
Sacramento	We plan on submitting the CTP to FHWA by the Dec. 2003 deadline.
Sacramento	What are we going to do with comments received?
Sacramento	What public outreach did we do?
Sacramento	When are comments due?
Sacramento	When will you begin work on the Action Plan?
Sacramento	Who do we send comments to?
Salinas	Incorporate ITS throughout document.

Location	Comment
San Bernardino	Too general. What is the priority?
San Bernardino	Need quantifiable goals to fix identified needs.
San Bernardino	Discussion of economics should be included in the plan.
San Bernardino	Address unanticipated events.
San Bernardino	Disconnect between state and regional/local plan. What is the likelihood that the CTP will guide local decisions?
San Diego	Vision section is comprehensive, socially responsive and sensitive.
San Diego	Need more flexibility to provide for uncertainties.
San Diego	Mandate actions that support goals.
San Diego	Consider affordability throughout the plan.
San Diego	Change Goal 2's title to be "enhance transportation system and alternatives"
San Diego	Look at insurance sector policy toward transit providers.
San Diego	"I don't support pouring more concrete."
San Diego	Caltrans needs to use their own resources efficiently.
San Diego	Holistic evaluation of impacts.
San Diego	If not addressing natural environment in Goal 5, nix the word.
San Diego	Separate/clarify resource and environment in Goal 5.
San Diego	Spend more time discussing policies. Add no opinion to the options.
San Diego	Not sure if the vision is achievable.
San Diego	Consider how to address infrastructure deficit. We need to finish what we start.
San Diego	Caltrans should look at other success stories and follow those models.
San Diego	Criteria for public participation in CBTP RFP package is good.
San Diego	Be more aggressive with the CTP
San Diego	Water, housing and garbage needs should be addressed.
San Diego	How will success be measured?
San Diego	Balance representation on comment advisory committee.
San Diego	What worked, didn't work in the past and why? what are we doing different to correct them?
San Francisco	Why 2025?
San Luis Obispo	Caltrans builds ugly bridges and roadways compared to other state/countries.
San Luis Obispo	Consistent future projections must come from state for STIP.
San Luis Obispo	Help with congestion in Los Angeles basin.
Santa Rosa	How many Indian tribes are in Caltrans District?

Location	Comment
—	Design the CTP based on <i>The Clustered World</i> by Michael Weiss. The focus on transportation networks is misplaced and ignores the effects of congestion on individuals and businesses. Focus on capital improvements for highway systems.
—	Identify the problem, prioritize the problem, then fix the problem. Recognize regional differences. Need financing plan and constrained model. Financing strategies: toll roads, privatization, streamlining.
—	Site specific examples: vague document lends itself to less buy-in by constituents. Review effective and inexpensive examples: <a href="http://www.sustdev.org/transport/articles/edition3/SDI3-9.pdf">http://www.sustdev.org/transport/articles/edition3/SDI3-9.pdf</a> and <a href="http://solstice.crest.org/sustainable/curitiba/part6.html">http://solstice.crest.org/sustainable/curitiba/part6.html</a> .
—	Find advanced engineer with expertise, not civil engineers who are at the bottom of the engineering hierarchy.
—	Question is implementation. What will guide decisions in future project? How to measure current and future system performance? Where will decision on specific projects be made?
—	Develop alternate routes to rural city main streets, especially trucking; preserve main street character. Enhance rural economic vitality. Provide for safety of seniors w/diminished faculties. Safety funding for rural communities.
—	Replace Preserve with Improve for Goal #2. Make Rural Transportation a goal. Goal #4 is the most important. Any plans made now will be outdated in 10 years. Consult with university transportation professors/students and build from their future recommendations.
—	The plan is well written, but too vague and far reaching. It fails to accept reality. California is broke. We all must make sacrifices. Mobility will suffer. Too bad.
—	The "vision" is vague. Concept of multimodal systems and sustainable developments are admirable goals not translated into achievable objectives, nor have criteria been developed on which to base an unbiased assessment.
—	Good presentation; I welcome Caltrans soliciting public comments. The CTP lacks a clear commitment to reducing auto-dependency as in VMT. The CTP appears to support increased transit and roads.
—	Overall happy with plan. Notes that it gives Caltrans voice in land use, considers e-business and government impacts. Should note personal health benefits of walking and biking.
—	The CTP is very comprehensive, too broad to comprehend. Goal #4 very important. Should prioritize goals/strategies; they seem to contradict each other. Get more info from general public, not just transportation people.
—	Too broad; not prioritized. Do not spend so much money on it. Focus on content, not full color flashy materials!
—	Set priorities and sequence. Price major increments of effort.

Location	Comment
—	Plan too general; needs qualitative and quantitative performance measures and cost-benefit analysis
—	Rural section poorly applies the vision and guiding philosophy. Not just passing thru rural areas; rural economies vital. Stronger support of context sensitive design and collaboration. Environmental concerns imperative.
—	CTP rather general. Concepts goods. Wants to review Action Plan for impacts on state park system and all public lands and facilities.
—	CTP was poorly structured. It lacks public transit education (bus, ridesharing) and lists of public transit resources. The plan fell well below my expectations (largest state) of what Caltrans can produce.
—	I am a member/employee of the Torres Martinez Desert Cahuilla Indian Reservation in Riverside County—D8. The Tribes and their governments are not recognized in the decision making of what projects are funded.
—	Allow for a short Q & A in each presentation. Improve notification of announcements of workshops. Also, please provide more concrete examples of what strategy represents.
—	Emphasis on interconnecting transportation modes, so transfers from one mode to another is seamless.
—	Having a plan is a good first step. There is not anything in the plan that is controversial, and I would think that most people have no objective would also agree with the goals.
—	We need more clear info.
—	Provide more info on a timely manner.
—	The CTP is good. States bordering California should implement the same plan to ensure transportation uniformity. FHWA should emphasis transportation plan uniformity among all 50 states.
—	The CTP is too general.
—	Concerns about the CTP itself. Not concrete enough. Choice concerns as well.
—	Address issue problems regarding neighborhood case studies.
—	The CTP needs to address the continued population growth of California.
—	I know it is the policy to address everything by initials (PS&E, CTP, etc.). A person not exposed to these everyday is at a loss in most conversations and planning.
—	CTP needs to look at a long term vision.
—	The CTP offers no vision. Same policy that California has followed since the 1970s. By not building more roads, the state causes more traffic congestion.
—	This person is involved with San Diego's RTP. This person feels CTP should have a discussion on Deficiency Plans.
—	CTP is a self serving plan.

Location	Comment
—	The CTP says the right things in terms of general goals, but it is very unclear as to how they can be achieved. Concern is that emphasis appears to be based on percentage increases in population, travel needs, etc.
—	The vision statements need to be revamped.
—	Get the public more involved in the decisions on project locations.
—	Sounds like CTP is a wonderful idea. I cannot wait until it happens.
—	Make the CTP happen sooner. I am 62 years old.
—	The CTP is a good plan that meets a lot of my expectations. The project will take a long time, but it is worth it.
—	Communicate more with the public and look towards the future more rather than just addressing current needs.
—	No specific plans were mentioned.
—	The Action Plan will determine how successful the CTP really is. The public outreach has made this a productive effort.
—	Cut services. Cut overhead. Do not worry about the environment. Let the disabled share burden of cost.
—	Ignore environmentalists. I have watched the development of our highways, and environmentalists are not helping.
—	You have succeeded in using lots of high sounding phrases in to something that is nearly meaningless.
—	Good job Caltrans!! Thank you.
—	This plan is very comprehensive. Hopefully, you will be able to implement the plan in to action.
—	Focus on Goal 5. Caltrans has the flexibility to make transit a more practical option. Also, replace abstract cover graphic with more realistic photos.
—	I would not (improve CTP). It is fine how it is.
—	I would not improve it (the CTP) at all.
—	Same info as 2 years ago. Stop printing and sending these glitzy, expensive, repetitious bulletins to save money. Illustrations heavy, heavy grade paper with messages printed on side of pages repeating info on the page. Waste, waste.
—	I need more info.
—	I agree but I need more info.
—	Needs more info.
—	Do it faster, so I can experience it.
—	It (the CTP) meets my expectations.
—	Many of the strategies are very vague.